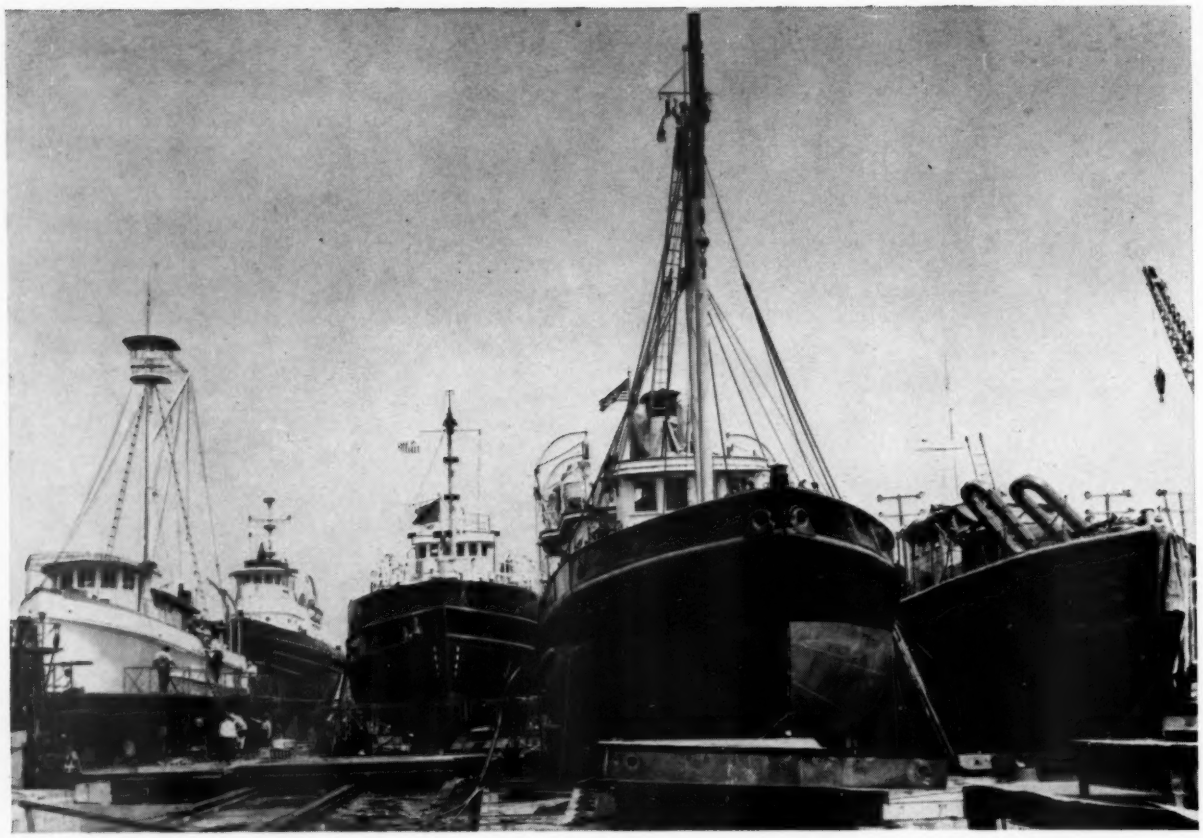
Offshore

The Marine Oil OPERATIONS Journal

OFFSHORE OPERATIONS
Has a "New Look" — See page 5

Thirty-five Cents FIRST IN THE FIELD! May, 1955



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Offshore

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Cover courtesy Shell Oil Company

Photo credits: *Continental Oil Company, Humble Oil & Refining Company, Tide Water Associated Oil Company, Levingston Shipbuilding Company, Brown & Root, Inc., Geophysical Service Inc., H. D. Cox, R. L. Buchanan, Jack Beech.*

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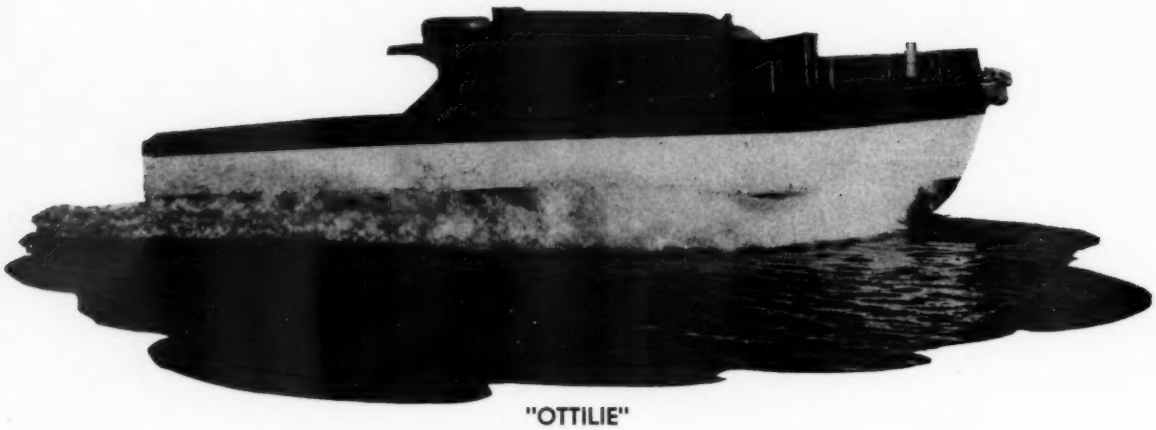

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Constructed by the Gulfport Shipbuilding Corporation especially for marine oilfield use, the OTTILIE is a marvel of efficiency and design . . . The all-steel welded twin-screw crewboat, powered with two GM 6-71's supplied by Stewart & Stevenson, Inc., has a top speed of 23 mph and a cruising speed of 21 mph! Developed by Gulfport's engineers, it is outfitted on a par with the finest pleasure craft afloat.

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"ON THE HIGHWAY TO THE OFFSHORE OILFIELDS"

Way offshore . . .

With the Publisher

YOU will note a lot of changes in this-here sorry — we mean solid, substantial publication.

For one thing, we've about quit operating. By that we mean we've shifted emphasis to the offshore aspect of our coverage, and played down the operational angle.

A lot of thought (while fishing) went into this decision. It has been our feeling, for a long time, that the word operations was superfluous in our title — that's a four-bit expression meaning unnecessary.

The various oil companies refer quite often to their "offshore operations," but more and more the single word offshore has come to symbolize the whole broad field of marine oil activity.

So we just backed our ears, shut our eyes, and from now on we'll be the OFFSHORE magazine.

It's simple, easy to remember, and describes our position perfectly. We're usually way offshore, in water right up to our ears!

You'll also notice a whole passel of new departments in this issue — a shipyard round-up, seismic report, submarine pipeline survey, etc. Whatever you want, you name it and we'll come close to having it!

Maybe not much of it. We're not bragging about how complete every department is. Fact of the matter, some of them are about as all-covering as one of them new-fangled French bathing suits they call a "Bikini." Leaves a lot to your imagination, or vice versa.

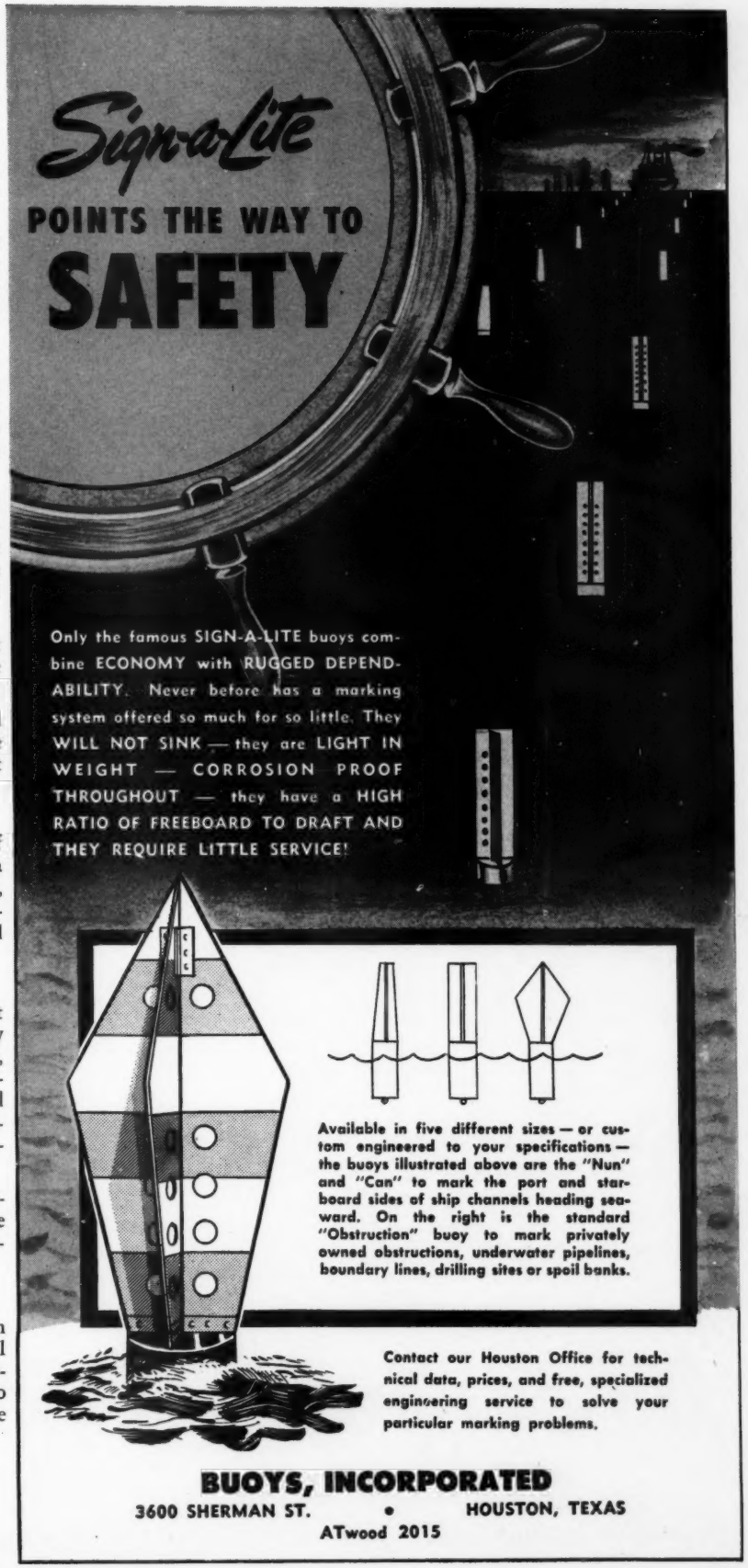
But they'll cover more — the departments, that is. We personally like the lack of coverage in French bathing suits.

In fact . . .

But come to think of it, even though we're a marine oil journal we don't cover that kind of equipment. Not light, mobile rigs. So we'll just ignore the French-type structure until next month.

See you then . . .

Long John Latham.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Available in five different sizes — or custom engineered to your specifications — the buoys illustrated above are the "Nun" and "Can" to mark the port and starboard sides of ship channels heading seaward. On the right is the standard "Obstruction" buoy to mark privately owned obstructions, underwater pipelines, boundary lines, drilling sites or spoil banks.
Contact our Houston Office for technical data, prices, and free, specialized engineering service to solve your particular marking problems.
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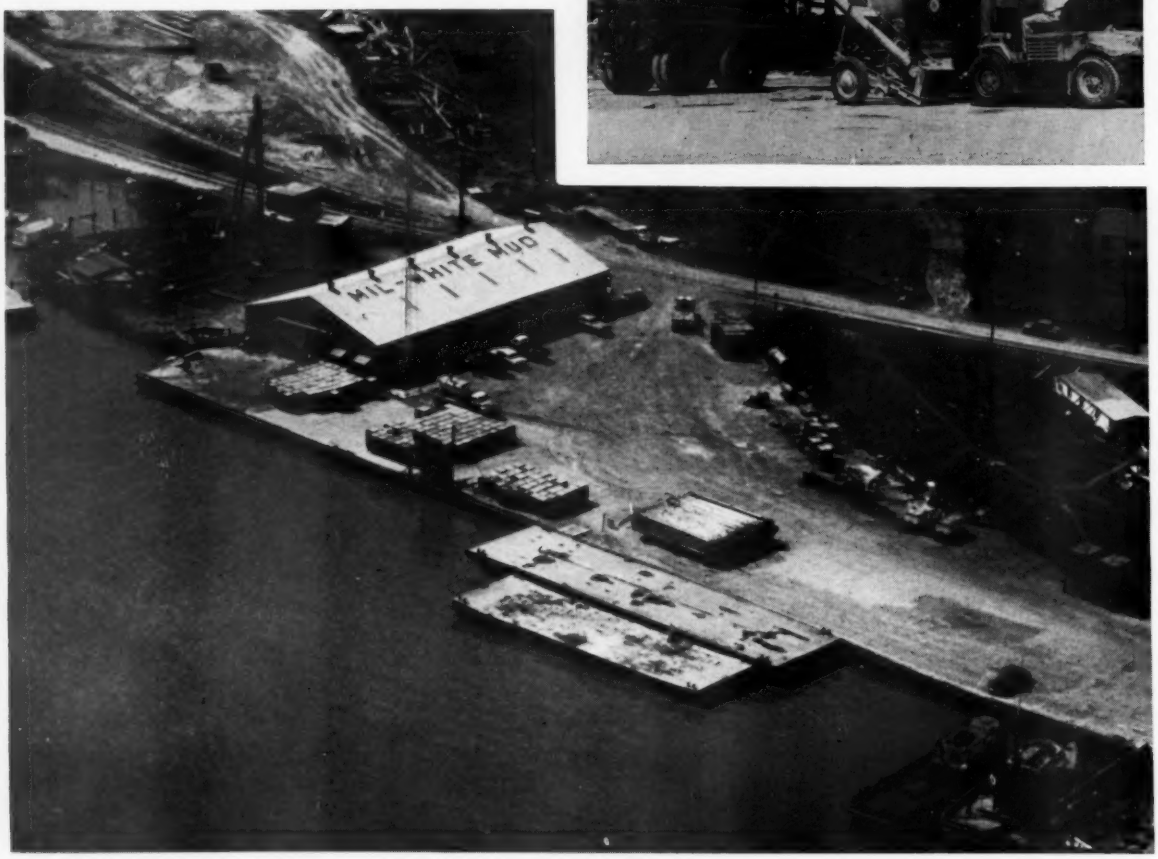
OIL FIELD SERVICE, INC.



Pictured above is Twenty Grand's plant on the waterfront at Morgan City. A separate installation serves the Cameron, La., area. Top: Twenty Grand maintains a fleet of eight trucks, four tugs and six barges for quick mud and chemical delivery anywhere in southern Louisiana.

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The ACADIA, pictured during recent trial runs, is certified to carry 500 tons of liquid or dry cargo.

125-Foot Self-Propelled Barge

"ACADIA" JOINS OFFSHORE FLEET

THE 125-FOOT self-propelled barge, ACADIA, is the twentieth vessel to join Twenty Grand Towing Company's offshore fleet . . . a fleet devoted to the service of the offshore oil industry. With their vast experience in offshore operations, Twenty Grand Towing Company's oilfield experts knew exactly the type vessel they wanted . . . and Burton Construction & Shipbuilding Company knew how to build it. The ACADIA is the answer. With a length overall of 125 feet, the ACADIA has a beam of 30 feet and a depth of 9 feet. Powered with twin tandem 6-110 GM diesel engines, supplied by the Kennedy Marine Engine Company of Biloxi, Miss., the vessel has a speed of 14 mph. Certified to carry 500 tons of liquid or dry cargo, her arrangement offers the utmost in efficiency for marine oilfield hauling.

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LEASE AND CHARTER SERVICE

REPAIR AND OVERHAUL DEPARTMENT, MEACHAM FIELD, FORT WORTH

Letters to the Editor

To the Editor:

I have just been looking over the March issue . . . and would like to send copies of this issue to friends who would be interested in several of the articles . . .

H. P. MAXTON
The Offshore Company

To the Editor:

Reference is made to . . . (the) March issue of your magazine showing a tabulation of offshore equipment.

Publication of this tabulation bids well to be one of the most useful listings presently available. We should like to see it continued . . .

GEORGE C. WIGHT
Assistant Division
Production Superintendent
Stanolind Oil & Gas Company

To the Editor:

. . . We will continue to try to keep you fully informed on our offshore operations. Congratulations on another fine issue!

JOSEPH W. GANGELHOFF
Continental Oil Company

To the Editor:

. . . The book looks better and better . . .

HARVE WASHINGTON
Continental Oil Company

To the Editor:

Confirming our telephone conversation this afternoon, I have pleasure in enclosing $5 bill in payment of an overseas subscription . . .

B. F. SAURIN
British Petroleum Company
London, England

To the Editor:

We have been requested by Cia. Shell de Venezuela to obtain for them the following 1-year subscriptions to OFFSHORE OPERATIONS . . .

S. G. MUMFORD
Maracaibo, Venezuela

To the Editor:

Thanks for the attention you paid to our undersea pipeline and our Sabine project . . .

HOMER T. FORT
Magnolia Petroleum Company

To the Editor:

In connection with current interest in matters relating to Offshore Operations, we would like to receive ten copies of any recent issue in order to draw the attention of our associates abroad to this periodical.

L. J. VAN DIJK
Asiatic Petroleum Corporation

To the Editor:

I would like to take this opportunity to thank you for convincing me that I should advertise in OFFSHORE OPERATIONS.

I would like to advise that we have had a great deal of success with this advertisement . . .

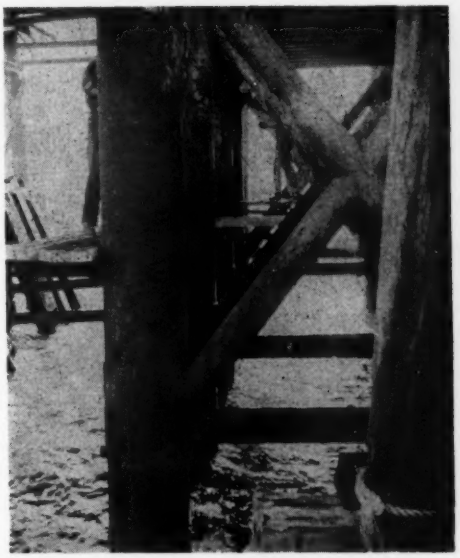
JOHN E. HART
President
Equipment Engineering & Supply Co., Inc.

To the Editor:

I have read Jack Eggleston's interesting article on coating of Magnolia's Sabine Pass platform in your fine magazine. Please send me five (additional) copies . . .

CHARLES J. FRITTS

WHERE CONVENTIONAL COATINGS FAIL . . .



PRS Coatings Are Engineered To Give Fullest Protection

PRS Engineered Coatings are designed to suit the environment of your particular structure . . . whether it is a drilling platform or separator group offshore . . . or a tank battery in the marshes.

If you contact us to solve your coating problems, you will receive a product based upon research directed by your particular needs, designed for your particular use . . . **yet there will be no engineering costs!**

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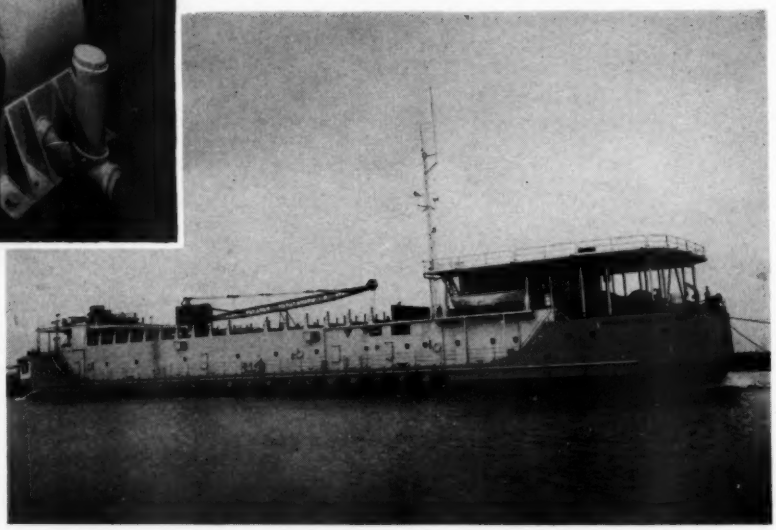
Baylor-Built

ELMAGCO COUPLINGS

ON THE DRILLING TENDER

"ERNIE MILLER"



Above left are Baylor-Built ELMAGCO Couplings on the new modern drilling tender "Ernie Miller." The tender is shown (above) en route to its first offshore drill site.

ADVANTAGES OF "ELMAGCO" COUPLINGS FOR RIG OPERATIONS

1. Engines can be brought to operating speed before load is applied.
2. Couplings serve as disconnect clutches when control is off.
3. Conventional water system can be utilized for cooling using simple connections.
4. Better compound operation of pumps.
5. Isolation of torsional vibrations from prime movers to rig.
6. Will dissipate full engine horsepower continuously.
7. Egines cannt be stalled.
8. Manual or automatic control provided with instantaneous response.
9. Rugged explosion-proof construction.
10. Optimum drilling speed possible.
11. No wearing surfaces other than bearings.

PERFECT CONTROL

The use of ELMAGCO couplings on the "Ernie Miller" extends to the driller optimum control of speeds and pressures available from the pumps. The couplings normally will be controlled directly from the drilling platform, but can be equally well controlled from a position in the pump room. Controls may be set so that predetermined pressures are not exceeded.

With the advantageous dissipating qualities available with the ELMAGCO drive, pumps may be run in controlled load conditions with full engine power applied. Full engine horse-power can be dissipated continuously, without the use of heat exchangers. These advantages lend themselves particularly to parallel pump operations.

The ELMAGCO couplings are equally advantageous on drawworks and rotary drives.

OIL FIELD EQUIPMENT

THE BAYLOR COMPANY, INC.

2930 Pease Ave. HOUSTON 3, TEXAS PReston 4259

Guest Editorial . . .

Offshore Allowables

THE lessening of time-tested incentives could dry up the supply of oil and gas offshore. Two well-established principles of proration can be expanded to fit the needs of industry and state. These are the practices of granting discovery allowables and of granting higher allowables at greater depth, neither of which violates sound conservation practices.

The practice of granting higher allowables at greater depths recognizes increased drilling costs. How simple to expand this principle to recognize in the allowables the increased costs of offshore drilling and operations! Louisiana has done this on occasion, but recently to an inadequate extent. Texas recognizes the propriety of rewarding the discoverer of a field with a discovery allowable extending to the first five wells drilled in a field and increasing with depth.

The offshore industry needs—**now**—an adequate discovery allowable for the first five years of production, not for the production of the first five wells. During the five-year period of developing know-how, the industry particularly needs expanded allowables, to be determined within sound conservation practices. The government can also contribute its share to this offshore venture by approving wider spacing where practical. Unitization, which avoids waste, is another avenue of economy.

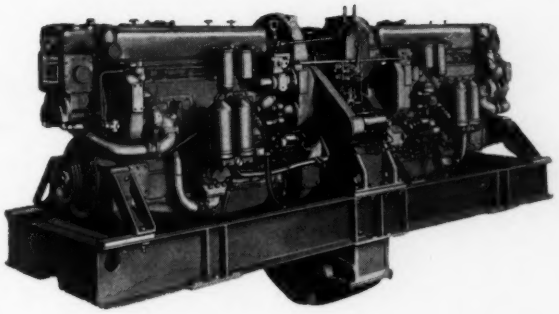
The importance of the offshore potential to the nation cannot be overstressed. The Joint Chiefs of Staff must count offshore discoveries as among our greatest blessings. Being practical men, they must know that however large the offshore potential may be, very little of it will ever be reduced to possession if it cannot be produced at a profit commensurate with the risks involved.

With the petroleum industry taking all the risks, it is not too much to ask the government to do its part.

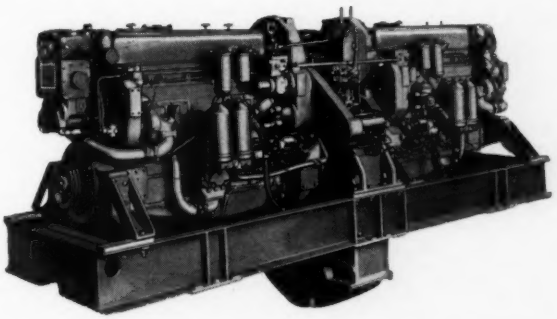
IRA H. CRAM
Senior Vice-President
Continental Oil Company

GM GENERAL MOTORS DIESEL POWER

TANDEM TWIN POWER (By George)



POWER: 440 Continuous Shaft Horsepower, with a maximum rating of 578 Horsepower, DIMENSIONS: Height 66", Width 62", Length 146", Net Weight 11,000 lbs.



These are the MARINE power units that give real life to the large Offshore Oil Rig Workboats and Tugs. Either engine can be operated independently of the other.

GM GENERAL MOTORS DIESEL POWER

GEORGE ENGINE COMPANY, INC.

Marine — Industrial — Oilfield

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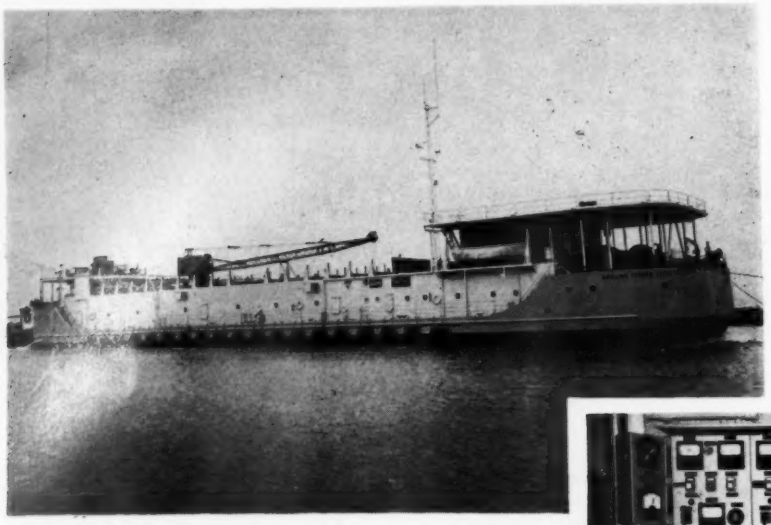
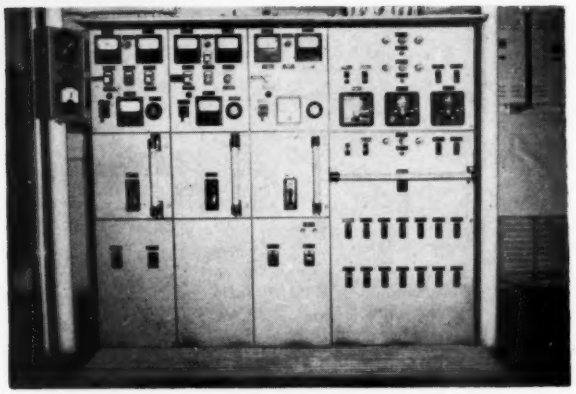
Box 341 Harvey, La.



CATC's new drill tender ERNIE MILLER cost $1.5 million to build, and is one of the most modern and efficient auxiliary vessels afloat. All wiring on the tender was done by McIntosh Electric.



For the Drill Tender "Ernie Miller"

A TAILOR-MADE SWITCHBOARD

Out in the lonely Gulf, remote from land-based services and facilities, "down time" can be doubly expensive . . . That is why so many marine oil operators have come to rely on McIntosh for dependable electrical installations . . . On the new CATC drilling tender ERNIE MILLER, all wiring was done by McIntosh and is Coast Guard approved.

Whatever your needs, you can be sure if it's installed by McIntosh Electric. The best in materials and trained personnel assures you the maximum in trouble-free service.

The electrical installation on the ERNIE MILLER includes:

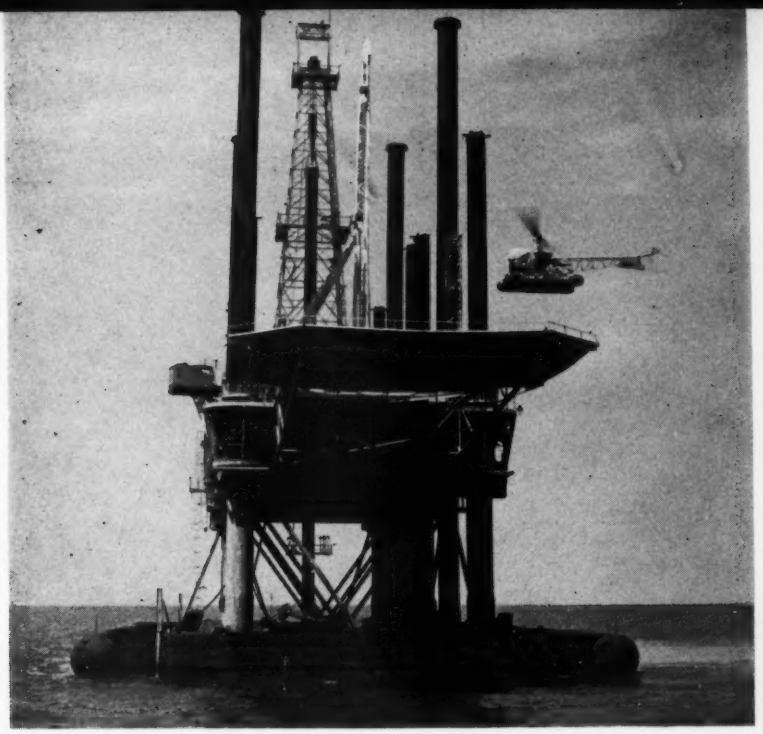
- **A tailor-made switchboard built especially for the tender by McIntosh Electric.**
- **Central control panel for air-conditioning equipment.**
- **All power panels built by McIntosh Electric.**
- **Hose-McCann telephone system.**
- **All electrical wiring.**

24-Hour Service

McINTOSH ELECTRIC SUPPLY CO.

Telephone 5-2517 BEAUMONT, TEXAS 4775 Port Arthur Road

OFFSHORE OPERATIONS



Helicopters in Texas Gulf

The Hawk Patrol

IT WAS dark, the sea was rough and the frantic appeal for some means of quickly moving an injured man from a Gulf of Mexico rig to a hospital was relayed in a matter of seconds to the dispatcher's office of Hawk Helicopters.

In only 45 minutes after the man was injured, he was resting in a Freeport hospital and Texas' only helicopter service catering to the exacting needs of the offshore oil industry had chalked up another routine job.

Hawk Helicopters, headquarters at Corpus Christi, was organized in November of last year by a group of men whose combined experience gave them an intimate insight into the needs of offshore operations and of flying problems.

With substantial backing by people who know the oil industry, the company was organized and the problem of "tooling up" and providing the service was laid in the

Top: A Hawk helicopter landing on the flight deck of MR. GUS. The unit under tow, with a helicopter on its flight deck, is also shown on this month's cover.

Right: The helicopter is unbeatable for emergency use. Men and materials can be delivered to an offshore rig in a matter of minutes, cutting the costs of expensive down time. This Hawk crew is servicing MR. GUS from a base at Freeport, Texas.

experienced lap of Sherman Kennedy, a war veteran with nearly 7,000 flying hours to his credit, not counting a lot of experience with helicopters.

Mr. Kennedy is operations manager and chief pilot of the growing helicopter organization. He joined up with the outfit from the big Waggoner Ranch in Northwest Texas, where he flew a helicopter to expedite ranch operations and transport men quickly from one job to another.

"Basically," Mr. Kennedy says, "our job here is not so different. We are called upon to deliver men and materials to offshore rigs and haul men back, where speed is desirable. There is one big difference. On the ranch, we had thousands of acres for a landing field. Out there in the Gulf we land on one rig with a landing platform of only 16 feet."

The Hawk organization bought its first helicopter, a Bell Model 47-G, on November 17 and put it to work servicing a rig for Western Natural Gas Company which operated off Palacios, Texas. It bought a second Model 47-G next day.

The second unit presently is on contract to Glasscock Drilling Company, servicing the **Mr. Gus** off the southeastern tip of Texas. The flying service operates out of Freeport in handling the **Mr. Gus** chore.

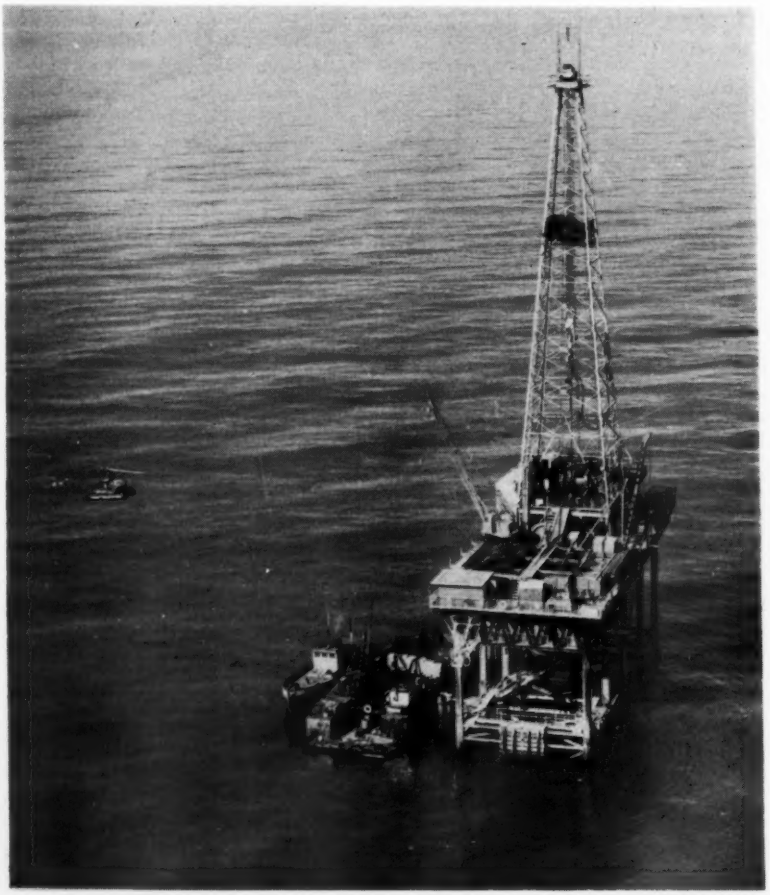
The company has another Bell on order, a larger model for high-altitude flying. The models now in service to offshore rigs each carries two passengers and a pilot, plus rush freight if necessary.

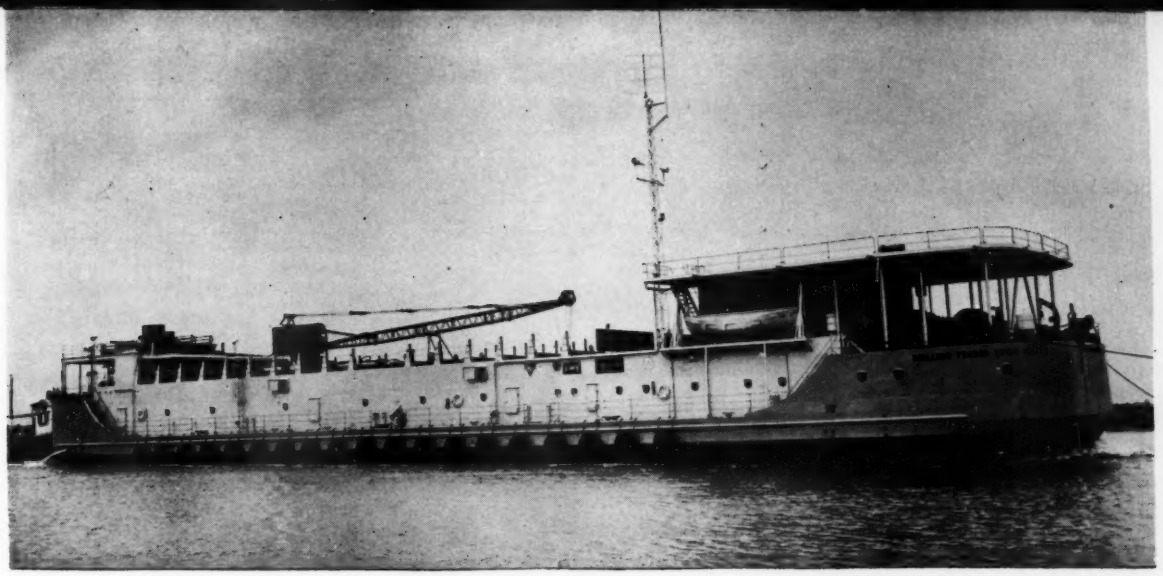
"With offshore drilling running into tremendous costs," Mr. Kennedy explains, "speed is of great importance, and that is where helicopter service steps in and cuts down overall operating costs. If a special trip to a rig and back can shorten the time required to make an emergency repair, then the helicopter becomes a highly practical tool for the offshore operator. I can show an offshore operator where we can save him money with our helicopter service," says Kennedy.

The management of Hawk Helicopters sees the helicopter as a regular part of producing oil in the Gulf, and it has projected its plans to provide additional contract service as fast as the need arises.

The company bases its flying operations at Cudahy Field, Corpus Christi. Besides Mr. Kennedy, two other pilots are on duty at all times, in addition to a maintenance crew. The two pilots are Roy Senior and William Chatterton.

ON LAND OR ON SEA—Sherman Kennedy, operations manager for Hawk, once flew helicopters on the huge, sprawling Waggoner Ranch. On the ranch, he had thousands of acres for a landing field, but on some offshore rigs landing platforms measure as little as 16 feet.





CATC Christens New Drilling Tender

Combine completes third $1.5 million vessel built especially for offshore use; fourth tender under construction

THE CATC Group, one of the most successful operators in the Gulf of Mexico, has commissioned and put into service a new $1.5 million drilling tender, the **Ernie Miller,** named after the vice-president and southern division general manager of the Tide Water Associated Oil Company.

Tide Water is a member of the CATC Group, with a 25 percent interest. Other members, with an equal interest, are Continental Oil Company, Atlantic Refining Company and Cities Service Oil Company. Conoco is operator for the Group.

Mrs. E. B. Miller, Jr., wife of the Tide Water vice-president, broke the champagne bottle that officially named the vessel after her husband. The new tender is now on location off the coast of Louisiana, on State Lease 1626, Block 73, Well B-1, drilling below 9300-ft.

The new drilling tender is a floating, non-self-propelled type vessel similar to the recently completed **J. C. Craig** and **Carle Sharp.** All three tenders were built for CATC by Levingston Shipbuilding Company, Orange

Christened last August, the **J. C. Craig** bears the name of the division superintendent of Conoco's offshore marine department. The **Carle Sharp,** christened in December, was named after the manager of Atlantic Re-

(Continued on next page)

Above: CATC's new $1.5 million drilling tender, ERNIE MILLER.

Top (left to right): Carle F. Sharp, regional manager, Atlantic; E. B. Miller, Jr., vice-president, Tide Water; J. C. Craig, division superintendent of production, offshore marine department, Continental. Drilling tenders have been named after all three men.

Center: Topcoats at the ceremony marked the unexpected arrival of a late norther.

Bottom: The Miller family admires a gift presented to Mrs. E. B. Miller, Jr., sponsor. Left to right are Bryan, E. B. Miller, Jr., David, Mrs. Miller, E. B. Miller III.

Mr. and Mrs. Miller pose under the Levingston banner. The shipyard has built three $1.5 million drilling tenders for CATC, and a fourth is now under construction.

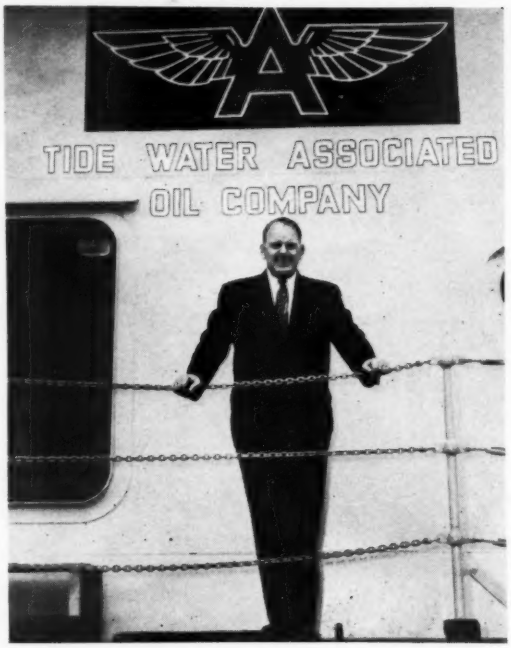
fining Company's domestic producing department, Gulf Coast region. Both tenders are now in use in CATC drilling operations off the Louisiana coast.

Features . . . Tailor-made for CATC operations, the **Ernie Miller** is 260′ long by 54′ wide. It provides comfortable, air-conditioned quarters for 50 men, a cafeteria, laundry and radio room with a radio telephone for ship-to-shore communications.

There is an air-conditioned recreation room, with television set and writing and card tables. The ship's galley is equipped with modern appliances, including a walk-in food freezer, with the dining room arranged cafeteria-style to accommodate 32 men. Safety features include a carbon dioxide fire-fighting system throughout the ship and two 25-man lifeboats with ring buoys and life preservers. The ship has a heliport forward with the roof of the upper deck house forming a part of the flight deck.

A fourth $1.5 million drilling tender for CATC is now under construction at Levingston.

A view of the lounge on the ERNIE MILLER. Acoustics blot out the sound of machinery, to give the crew restful quiet during off-duty hours.



A personality sketch

Tide Water's Ernie Miller

E. B. "Ernie" Miller, Jr., namesake of CATC's new drilling tender, is no Johnny-come-lately to the oil industry. His grandfather hauled crude oil in hog's-heads in a mule-drawn wagon from Drake's discovery well at Titusville, Pa.

The family history is saturated with oil. His grandfather worked as a pumper in Queenstown, Pa., after his transportation jaunt. His father was a drilling contractor in the early Oklahoma boom days. His mother still receives a small royalty check from long-time production on her family's land near Sistersville, W. Va.

Ernie Miller was graduated from the University of Oklahoma in 1930. He went to work in 1934 for Tide Water in Kilgore at the height of the East Texas oil boom. Starting as a roustabout, he gradually worked his way up through the ranks from district petroleum engineer to district foreman to chief engineer of the Mid-continent division.

In 1954, when that division was split, Mr. Miller was elevated to vice-president and general manager of the southern division. The southern division covers the Gulf coast area from the Rio Grande to Florida.

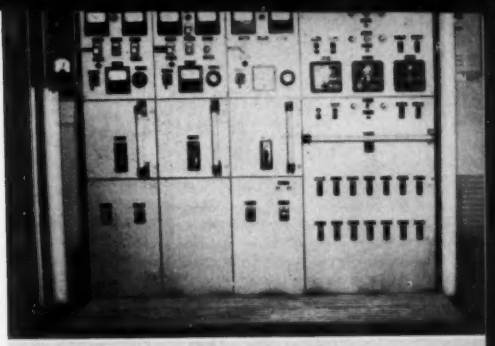
Mr. Miller's oil heritage parallels that of his company, for the Tide Water Associated Oil Company stems from Tide-Water Pipe Co., Ltd., which was formed about the time his grandfather hauled oil from the Drake well. It is thus one of the oldest oil companies in the United States, and Ernie Miller could probably claim title to being the current generation of one of the oldest continuous oil families in the country.

Equipment on . . .

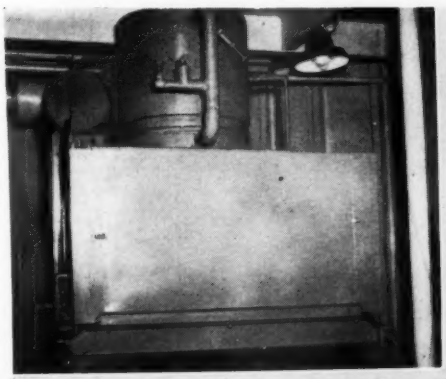
CATC's New Drilling Tender

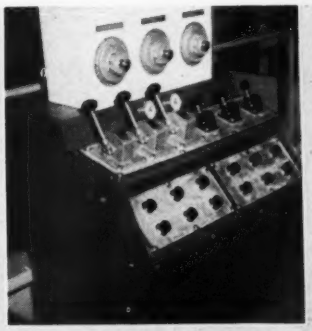
THE new tender is a marvel of engineering efficiency. All drill pipe, casing, mud pumps, cementing unit, active mud pits, bulk mud and cement storage are located on the tender. The ship has storage facilities for 2,092 barrels of active or reserve drilling mud, more than 13,000 barrels of drilling water, 825 barrels of fuel oil, 4,000 sacks of dry bulk mud and 2,200 sacks of bulk cement.

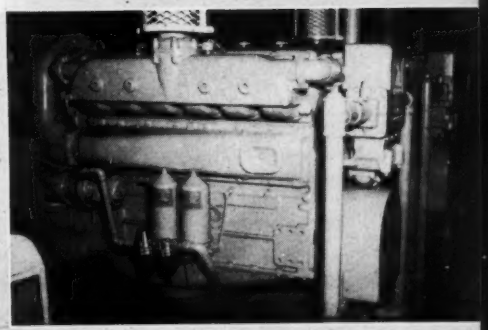
On the machinery deck the engine drive group consists of three Superior PTD-8 supercharged diesel engines, rated at 650 hp each at 900 rpm, which power the three Gardner-Denver mud pumps. Here too are the mud-mixers, agitator, Emsco console control panel, three 100 hp GM diesel generator sets from George Engine Company, MECO distillation unit, McIntoch switchboard and Halliburton well-cementing unit also powered by GM. The telephone system is Hose-McCann. Mooring winches are from Markey. A 70-foot Osgood General boom crane handles pipe from the tender to the platform, and unloads tubular goods and other supplies from the supply boat to the tender.

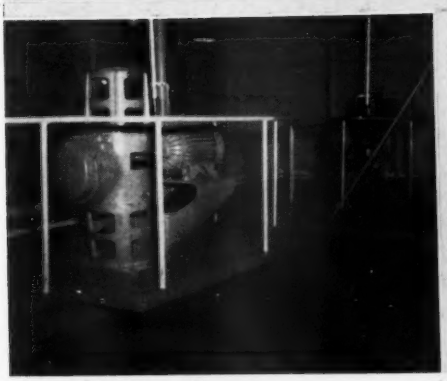


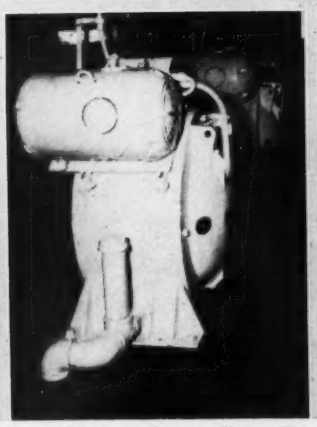
Top right: McIntosh switchboard, built especially for the ERNIE MILLER. Right center: The tender is equipped with three Gardner-Denver mud pumps. Below right: GM diesel generator sets from George Engine Company. Below: EMSCO console control panel. Below left: MECO water-distillation unit.

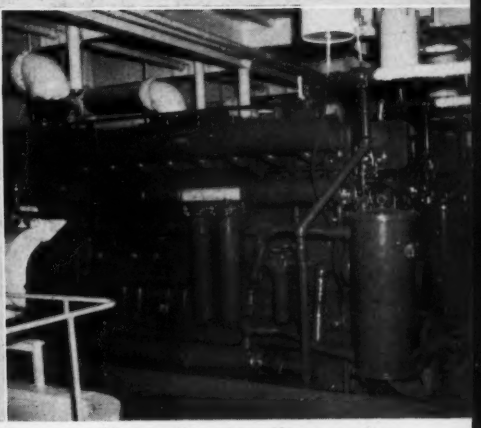








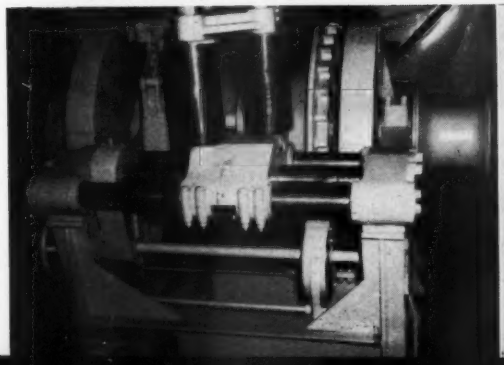




Above: Lightning Mixers.
Below: Markey mooring winch.

Above: Dianmetric couplings, Baylor.
Below: Hose-McCann telephone.

Above: Superior diesel engines.
Below: Cement bins, Delta Tan



Washington

Outer Continental Shelf Attracts Bid Requests

Offshore operators have indicated a growing interest in additional leases on submerged lands on the outer continental shelf, according to the Interior Department.

A spokesman for the department announced that 11 oil and gas operators have designated an additional 594,666 acres off the coast of Louisiana and Texas as potential production areas.

Leases To Be Offered On Outer Continental Shelf

The Bureau of Land Management is expected to offer additional areas of the outer continental shelf for leasing in the near future. Nominations for acreage to be leased have been submitted by the oil companies.

To date the Department of Interior has leased approximately 500 thousand acres of oil and gas lands to offshore operators, and 25 thousand acres of potential sulphur lands. The leases have brought the federal government a total of $142,404,630.48 in bonus payments. Royalty payments, to begin soon, will swell this amount.

California

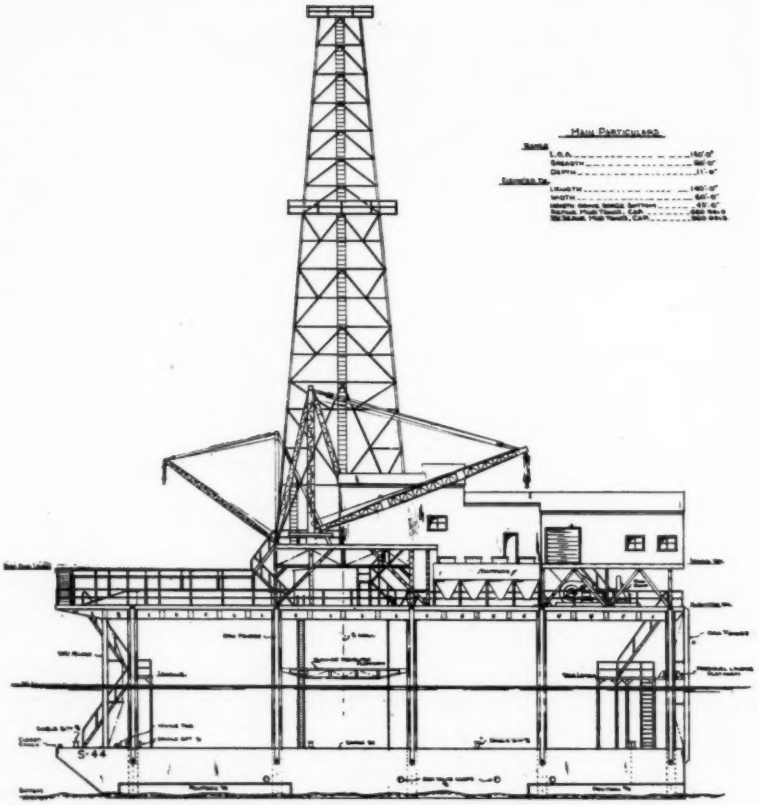
"Adequate Safeguards" Asked For Tidelands Development

A state senate interim committee, headed by Sen. James E. Cunningham of San Bernardino, has recommended that California give the green light to offshore exploratory drilling, but that "adequate safeguards" be maintained against despoilation of recreational areas.

The provision of safeguards takes cognizance of protests from communities such as Santa Barbara, Laguna Beach, San Clemente and Santa Monica, where chamber of commerce spokesmen have requested complete restriction against drilling offshore from recreational areas.

The committee pointed out that such restrictions would be both discriminatory, and would also bring about a reduction in revenues to the state. The committee indicated that only general guiding principles should be written into law, with the state lands commission given the power to adjudge individual cases.

The report said that if restrictions were lifted, the safeguards were intended to prevent "frenzied, uncontrolled or unregulated wildcat oil development."



The California Company's new drill barge "S-55" will be the first to mount a multi-well derrick. It will be capable of drilling in water depths up to 75 feet, and will be similar in design to the "S-44" shown above.

Multi-well derrick on

New Calco Drill Barge

THE California Company has under construction the first portable offshore drilling barge to mount a multi-well derrick. The unit is being build by Avondale Marine Ways, Inc. of New Orleans, and is similar in design to Calco's **S-44**. Both the **S-44** and the new unit—the **S-55**—were designed by Friede & Goldman, Inc., of New Orleans.

The California Company has used multi-well derricks extensively in offshore operations, which permits the drilling of several wells from the same platform without moving the derrick or drawworks. But prior drilling operations have been conducted from large template-type structures. The **S-55** will be the first mobile drilling platform to utilize this innovation.

The **S-55** is of the elevated-deck, self-stabilizing type, raised and lowered to the bottom by means of hydraulically actuated corner pontoons, similar to the **S-44**. The lower hull, however, is of a radically new design which presents a sloped side in all directions when on the bottom. This sloping-in effect combats two major drawbacks of the hull on bottom, namely, scouring and wave action.

The lower hull, which forms the spread footing, is 190′ long x 150′ wide x 12′ deep. The upper structure is 180′ long x 90′ wide and contains the diesel-electric power plant, drilling equipment, bulk mud and cement storage. In addition to these items, air-conditioned quarters for eighty men are provided.

The rig will be diesel-electric driven, and capable of drilling to more than 16,000 feet. The multiple-well derrick arrangement will allow The California Company to drill as many as four wells from the unit, without moving the barge, derrick, or drawworks.

The distance from the ocean bed to the underside of the structure is 90 feet, and will permit drilling in water 70-75 feet deep in non-hurricane season, and 45-50 feet deep during the hurricane season.

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Offshore Pipeline Under Construction At Long Beach

A unique offshore pipeline — one that will bring oil and gas ashore, and deliver mud, water and fuel to offshore drilling rigs — is now under construction off Seal Beach.

Actually, there will be four pipelines. An 8-in. main line, with a capacity of 10,000 barrels daily, will transport oil and gas to an onshore separator for treatment and shipping. Three 3-in. lines will be used to carry fuel, water and mud to offshore drilling rigs, and for various testing purposes.

The 10,500-ft. line, being laid by the Healey-Tibbitts Construction Company and the Collins Construction Company, will serve four offshore wells belonging to Monterey Oil Company and The Texas Company. Completion will be about June 1.

A spokesman for Monterey said two or three more wells will be ready for production by the time the submarine line is put into operation.

Authority To Permit Offshore Drilling Islands Upheld

The Third District Court of Appeals has upheld the state's authority to grant permission for offshore drilling from artificial islands.

The state recently leased 1175 acres in the California tidelands off Ventura County to the Richfield Oil Corporation. Richfield plans to conduct exploratory drilling from a man-made island, but the state's action was challenged by a suit instituted by a group of landowners in Santa Barbara County.

Louisiana

State Requests Bids On Eight Offshore Tracts

The state mineral board has announced the sale of leases on eight submerged tracts, varying in size from 312.5 acres to 4,687.5 acres. All of the tracts are off the coast of Plaquemines Parish, in the Main Pass Area and South Main Pass Area.

Bids must be received on or before May 18.

Phillips Potentials Offshore Cameron Parish Discovery

Phillips Petroleum Company has potentialed its new gas-distillate discovery in the West Cameron Block 40 area off the coast of Cameron Parish, La.

The company's No. 1-B State Lease 1436 flowed 2.4 million cubic feet of gas with 40 barrels of distillate on 1⅛-in. choke from 13,916-50 feet. The area has been designated a new field.

Helicopters To Serve Bay Marchand Operations

The California Company is the first major oil company to own and operate Sikorsky S-55 helicopter transports. Other companies have utilized the big rotary-wing aircraft on a lease basis, but Calco has now purchased two S-55's to be used in connection with its Gulf operations.

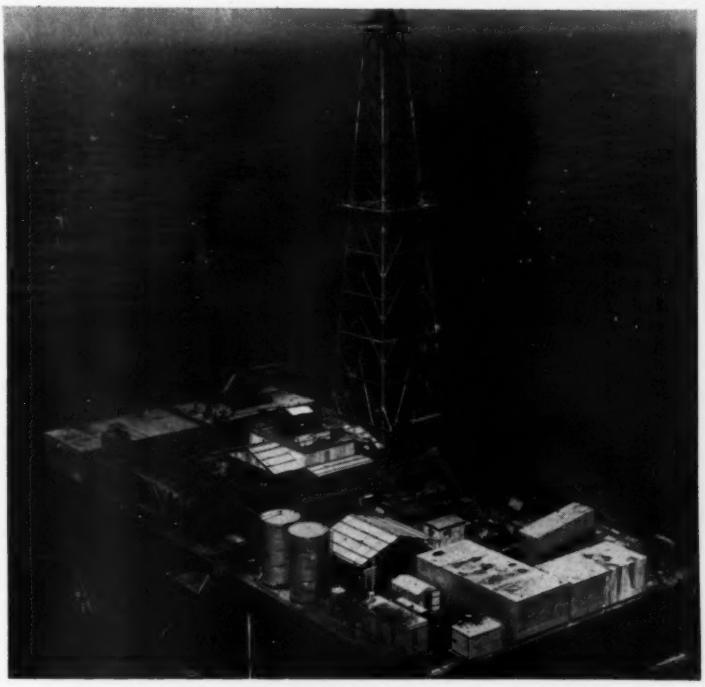
H. D. Stiles, chief pilot and director of Calco's aviation division, will be in charge of ferrying crews to offshore locations in the Bay Marchand area off Louisiana.

Calco is constructing heliports on its various converted LST's and drilling platforms to accommodate the aircraft. The helicopters will carry from eight to ten passengers, and are powered with a Pratt & Whitney R-1320 engine of 600 hp.

Humble's Louisiana Sulphur Discovery Termed "Major"

Humble Oil & Refining Company has evaluated its sulphur discovery in the Grand Isle area off the coast of Louisiana as a "major" deposit.

The company announced the discovery more than a year ago, but declined to put an evaluation on it until more exploratory test wells were drilled. The **DeLong-McDermott Drill Platform No. 1** was used in proving up the deposit.



New Oil Community At Sea

CATC Group's giant new $1.5 million self-contained platform, which was recently installed approximately 18 miles off Grande Isle, La., is being used to drill an exploratory well in Grande Isle Block 47 in 97 feet of water, the deepest water yet encountered by oil operators in the Gulf of Mexico.

Fabricated in New Orleans in eight sections, it is 220′ x 109′ and weighs more than 1,600 tons. A helicopter is shown landing on the deck at left, which is also the roof of modern, air-conditioned quarters for 30 men. Also pictured on deck are storage facilities for pipe, mud, cement, fuel and all equipment needed for drilling. The Conoco-operated CATC Group can drill as many as nine wells from the platform, which is supported by 24 huge steel piles and towers 50′ above water level, high enough for protection from rough seas.

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When the winds blow, and the waves rise, it can be pleasant to realize that one old worry is over. To owners of MECO distillation units, that is. They do not have men out trying to bring a water barge alongside a tender or platform. Notice the diesel powered unit pictured at the right. Compact, efficient, dependable, thoroughly proven. Materials: Non-ferrous, and of any alloy you prefer. Output: Any size you need. We are specialists at producing fresh water from seawater. Let us know your requirements.

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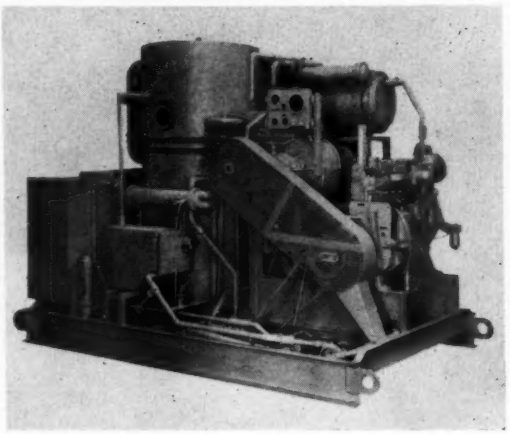

This 300 GPH Unit is installed on the ERNIE MILLER

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Shell Completes Unique Salt Dome Discovery

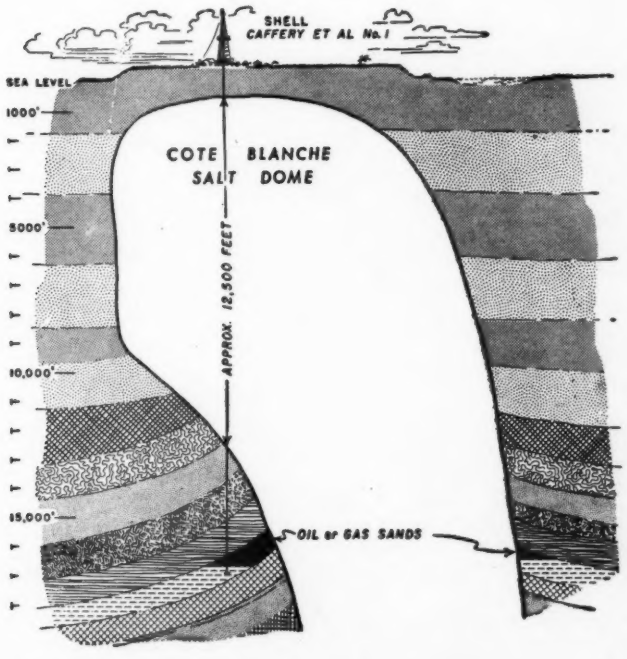
Shell Oil Company has completed a unique discovery well on the north flank of the Cote Blanche Island salt dome in St. Mary Parish, Louisiana. The well is the first to be completed after drilling through nearly 13,000 feet of a salt dome to emerge into a producing formation.

The well, Shell's Caffery et al No. 1, is the first producer on the north flank of the Cote Blanche salt dome. On production test, it flowed at the rate of 1.8 million cubic feet of gas and 33 barrels of 41 gravity distillate per day under 5,450 psi pressure through a 1/8-in. choke from an interval of 16,410-15 feet. It was drilled to a total depth of 16,470 feet.

Success of the well is a tribute to the work of the company's geologists and geophysicists and drilling personnel. To pick the successful location, they combined unusual subsurface and geophysical data. They calculated very precisely the contour of the somewhat mushroom-shaped overhang of the salt dome, and selected a location well within the perimeter of the top of the salt dome so that the hole would emerge at the estimated depth of the producing sand at a place near enough to the side of the salt dome where the tilted rock formations would form a petroleum trap. Shell's previous drilling experience in the Weeks Island salt dome was helpful in accomplishing this technical achievement.

The well was spudded in on October 6, 1954, and eight days later hit the top of the salt dome at 565 feet. On the 54th day of drilling, it emerged from the salt at 12,988 feet, close to the depth previously estimated by the geological and geophysical studies.

A Sikorsky S-55, one of the two purchased by The California Company, is shown en route from Bridgeport, Conn., to New Orleans. Calco will use the rotary-winged aircraft in connection with offshore oil operations.



THIS SIMPLIFIED DRAWING of the underground formations of the Cote Blanche salt dome shows how the Shell Oil Company drilled its unusual discovery well through nearly 13,000 feet of salt before hitting the producing sand.

Texas

International Oil Exposition Attracts 500 Exhibitors

Houston's mammoth international oil show, which will get underway on May 3 and run through May 8, has already attracted over 400 exhibitors from 22 states and five foreign countries — and the figure is expected to reach 500 beforethe closing date.

DUANE ELLIS

More than 2,000 people will be needed to man the exhibit booths, according to Duane Ellis, president of the exposition.

It will be Houston's first oil show in 16 years, and will be staged in the newly air-conditioned Sam Houston Coliseum and adjoining outdoor areas. The list of states to be represented includes New York, California, Michigan, Iowa, Wisconsin, Pennsylvania, Texas, Illinois, Ohio, New Jersey, Louisiana, Oklahoma, Massachusetts, Rhode Island, Missouri, Indiana, Kansas, Utah, Connecticut, Delaware, Alabama and Minnesota.

Foreign nations expected to have representatives are Great Britain, France, Canada, Germany and Mexico. More are expected to make reservations before show time.

Exhibits will feature the most modern developments in exploration, drilling, transportation and processing methods and equipment. Exhibits will include the latest in portable drilling rigs, swamp buggies, offshore installa-

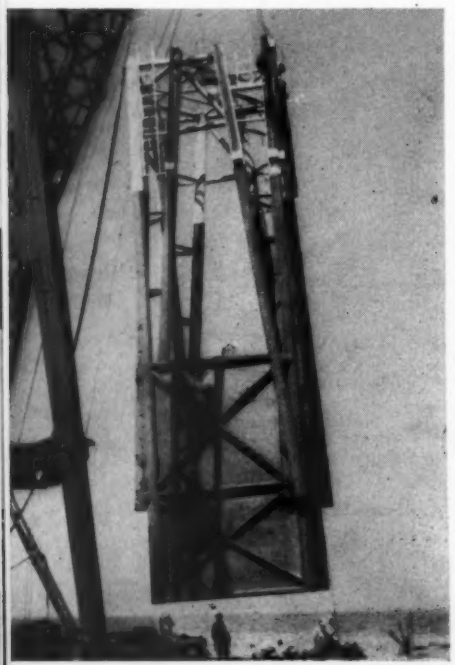
(Continued on page 28)

Left: Cassion-type well protector jacket loaded on barge for delivery to drill site at sea. Bottom: A batter-pile jacket. Note 25-foot plated area.

Well-Protector Jackets

by H. D. COX
Shell Oil Company

THE provision of a well-protector jacket for each well has to be given careful consideration, as it constitutes a relatively large portion of the total cost of a 9,000-ft. well, which is the approximate average depth of the six wells drilled by (the drill barge) **Mr. Charlie.**



The initial caisson-type well jacket shown in the drawing at right was designed to withstand the forces from a breaking wave and to provide support for the well head. Prior to installation of the jacket, a soil boring was taken in the general vicinity of the proposed well site and it was found that the soil had an average shear strength of 250 p.s.f. near the mud line. The caisson jacket consisted of a 15-ft. diameter steel cylinder 45-ft. long, designed to penetrate the mud bottom 10-ft. and extend 10-ft. above Mean Gulf Level. The jacket was made up as a cellular box girder, with a 10-ft. diameter inner steel cylinder rigidly braced to the outer caisson with webs and 4-in. pipe which also formed a template for driving eight 16-in. piles.

A derrick barge was used to install the jacket. When first set, the jacket settled approximately 18-ft. into the bottom of its own weight (48 tons), forcing the timber mate (10-ft. above the bottom of the caisson) 8-ft. into the mud. Soil conditions were worse than indicated by the soil boring and it was necessary to drive the eight 16-in. piling to a penetration of 170-ft. into the bottom. Because of the extremely poor soil conditions, the jacket oscillated perceptibly during very mild seas, and approximately one month after installation it sank 14-ft. or to a minus 9-ft. below Mean Gulf Level during a storm which produced eight to ten foot seas at the well site.

Failure of the jacket . . . Failure of the jacket was progressive and occurred over a 12-hour period. As the waves built up, the arc through which the top of the jacket traveled increased proportionally, and field personnel who witnessed the failure estimated a maximum arc travel of 6-in. occurred before the jacket sank beneath the water.

The structure was designed to withstand the forces from a breaking wave, including a safety factor which was considered adequate to compensate for the continuous cyclic wave

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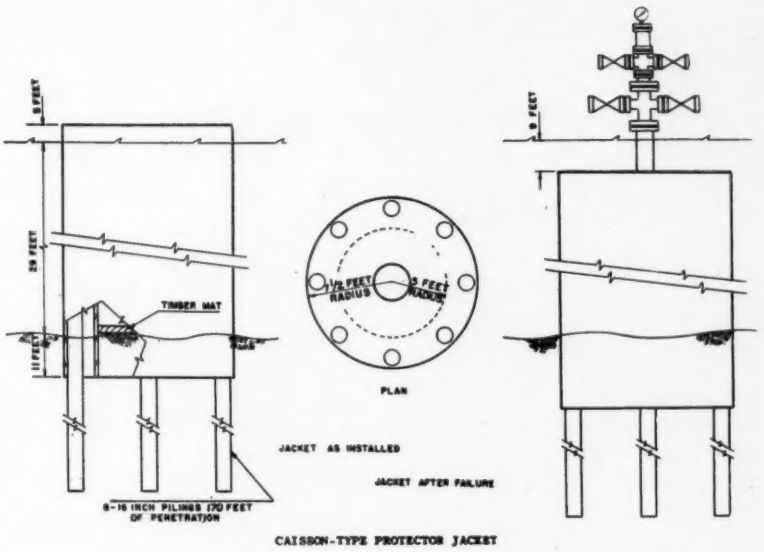
This is an excerpt from a paper entitled "Operation of Mobile Drilling Units Offshore," presented by Mr. Cox before the Offshore Session of the API meeting in New Orleans, March 11, 1955.

loading which actually existed. However, an exact engineering design analysis of a structure to withstand continuous cyclic wave loading is a very difficult problem, and experience gained with other protector jackets has shown that one answer to the problem is in the provision of plated area designed to extend into the mud bottom. So far as the author knows, the subject of continuous cyclic loading on structures comparable to well-protector jackets has never been thoroughly investigated. Failure of the caisson jacket apparently occurred as the result of the continuous cyclic loading from the waves which progressively broke the skin friction of the piling to a depth sufficient to cause the structure and piles to sink 14-ft. It is interesting to note that a pull test was made on an unpinned pile prior to the failure of the structure, and a pull of 104 thousand pounds failed to move the pile.

The caisson jacket has since been repaired by installing a template-type extension to the structure.

The caisson-type structure was selected primarily because it offered somewhat greater protection from collision from floating vessels and also provided a shielding effect for landing operating personnel during periods of rough weather. However, the area exposed to wave action is large compared with a template-type structure.



CAISSON-TYPE PROTECTOR JACKET

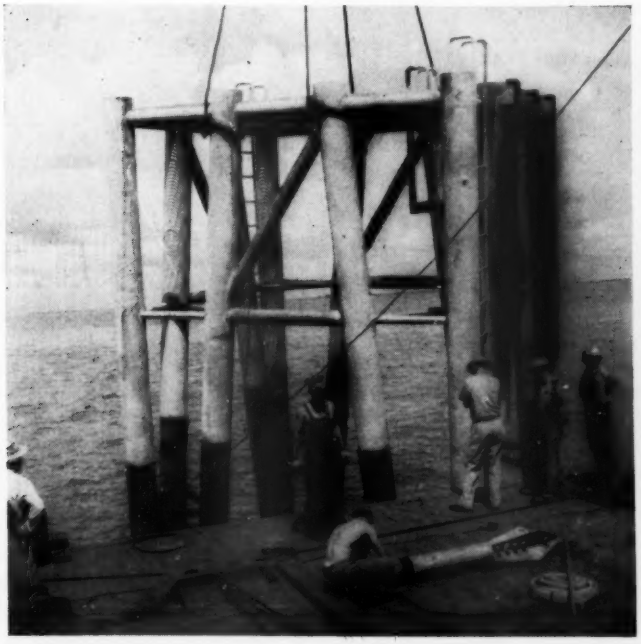
Therefore, the next structures were of the batter-pile type as shown in the accompanying illustrations.

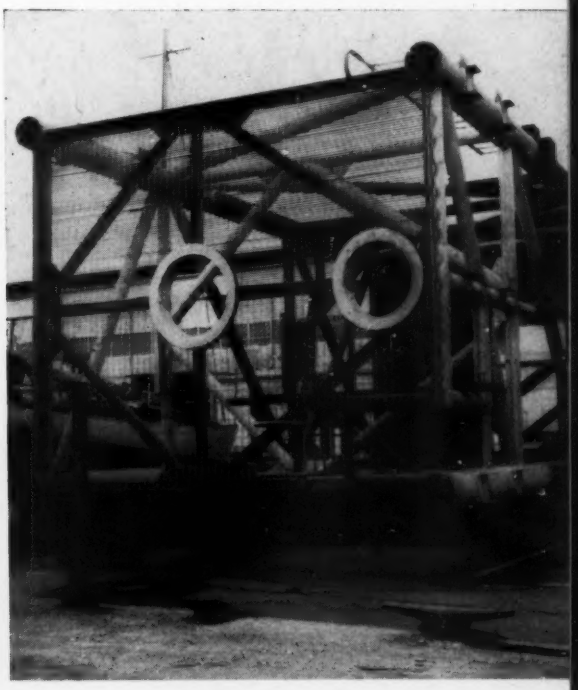
Batter-pile type . . . These structures are 17½-ft. square and contain four 16-in. diameter vertical piles and eight 16-in. diameter batter piles which have a batter of approximately one foot in 7-ft. A special feature of these jackets was the provision of 25-ft. of plated area designed to extend into the bottom. The plate was designed to dampen out the continuous cyclic wave loads and to give the structure added lateral stability.

The batter-pile jackets are put to grade by using a 60-ft. by 24-ft. by 6-ft. water barge which is set on top of the structures and filled with enough water to push the jackets into the bottom. The average total weight required to push each structure to grade, including the weight of the structure, is 120 tons. Each of the twelve 16-in. diameter piles in the batter-pile jacket is driven to a penetration of approximately 190-ft. Experience, plus additional soil borings, indicated that a pile penetration of

(Continued on next page)

Below left: A batter-pile jacket is positioned at the well site. Location is the South Pass Black 27 Field off Plaquemines Parish, La. Right: A 4-pile template-type jacket for 30-feet of water.





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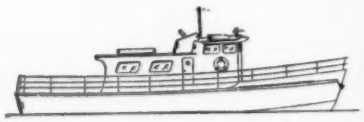

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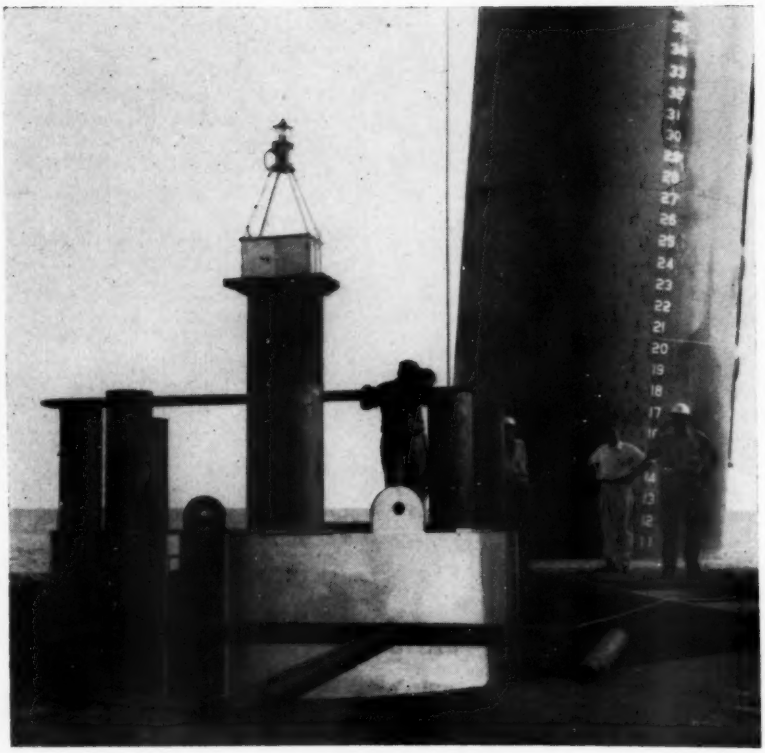

Caisson-type well protector jacket in the slot of Odeco's drill barge MR. CHARLIE. The jacket later sunk fourteen feet, or a minus nine feet below Mean Gulf Level. A template-type extension was added to the structure.

Well-Protector Jackets

(Continued from page 23)

190-ft. is required to obtain the needed pile capacity.

Four-pile template type . . . In an effort to reduce the cost of well-protector jackets a 4-pile template structure has been designed. Experience in designing the caisson and batter-type structures, plus their performance under continuous cyclic wave loading, has demonstrated the effectiveness of the plated area on the batter-pile jackets; and this feature has been incorporated in the design of the 4-pile structure. It is estimated that the 4-pile structure can be installed at the well site for approximately 60 percent of the average cost of the average batter-pile jacket.

Well head location . . . Well heads are located as close to the top of the well jacket as possible and are rigidly connected to the jackets. Failure of the caisson-type jacket confirmed the need for this connection as the well head standing unsupported oscillated appreciably under the action of very mild waves. The reason for completing the wells so low to the structure is to take advantage of the strength of the jacket to help support the well head. Also, the crest of any breaking wave which could occur in this water depth will pass above the well head; and as the maximum forces of any breaking wave occur near its crest, the well head will be subjected to the relatively mild forces which exist well below the crest.

All six of the completed wells in the South Pass Block 27 Field (off Plaquemines Parish, Louisiana) have their well heads attached to the jackets and have withstood 16-ft. waves without any apparent difficulty. The top of the drive pipe is located at plus 10-ft. Mean Gulf Level, the casing hanger flange is located at approximately plus 14-ft. Mean Gulf Level, and the top of the Xmas tree is located at approximately plus 18-ft. Mean Gulf Level.

Conclusion . . . The provision of plated area around the bottom of well-protector jackets designed to extend below the mud line is one method of designing well jackets to successfully withstand continuous cyclic wave loading when founded in extremely soft soil.

Fire Prevention On Offshore Drilling Rigs

by PAUL W. EBERHARDT, Vice-President
Walter Kidde & Company, Inc.

- **Proper equipment and precautions are musts at an offshore drill site, where a sea-going rig and auxiliaries may represent an investment of several millions.**

- **The hazards inherent to the industrial-living aspects of "island" life make a sensible fire prevention program imperative.**

WITH the costs of offshore drilling running at an estimated one million dollars per well and losses from down time averaging thousands of dollars per day, prudent oilmen are surveying operations for factors which could cause severe damage or interrupt operations.

The possibility of fire is one that must always be considered. Not only are conditions set for all three classes of fires on an offshore drilling "island", but at sea there is no fire department to call . . . you're on your own.

Let's ignore the possibility of fire occurring at a blowout as that's a fire extinguishing job which calls for unusual equipment and specialists, but review the hazards inherent to the industrial-living aspects of "island" life and the attendant boats and barges which serve it.

First of all you have flammable liquids present; second, electrical equipment; and finally, normal combustibles such as wood, paper, and cloth. Actually, the fire hazards found in a

(Continued on page 38)

Fire can cause terrific damage at sea. The drill barge (right), with its collapsed superstructure, suffered extensive damage when a well blew out and caught fire.

Built-in, automatic carbon dioxide systems often are installed in spaces containing machinery, motors, or flammable liquids. The rate-of-temperature-rise acts on a fire detector element, triggering pressurized carbon dioxide to smother the flame. Note Multijet nozzles in ceiling at right.

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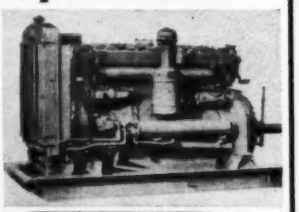

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Russian Geologist Tells Of Poisonous Black Sea Basin

Leonid P. Smirnow, 54-year-old Russian geologist who has hunted for oil and uranium from the Soviet Arctic to New Mexico, told delegates of the New York Oil Finders Convention of the poisonous Black Sea Basin, characteristics of which may lead to a greater knowledge of petroleum formation.

In his paper on the Black Sea Basin, Smirnow pointed out that the peculiar accumulation of organic matter found there may present important clues in the further study of oil formation. The water of the Black Sea, poisoned by hydrogen sulfide to almost its full depth of 6,000 feet, contains oxygen only to a depth of 450-550 feet. The heavy deposits of organic matter on the bottom of the sea are in its shallow portion, where the water still contains oxygen and where fresh water from rivers flows in.

Mr. Smirnow, former Soviet geologist, told about oil-bearing basins on the eastern edge of the Russian "platform," the so-called Second Baku or Ural-Volga Region. He said the area, heavily built up after World War II, produces approximately 600,000 barrels of oil daily, about half Russia's total production. Smirnow helped explore the region before being captured by the Germans in 1942. He came to the United States in search of freedoom in October 1949 and is soon to become an American citizen.

Shell Names Payne Chief Development Engineer

J. M. Payne has been named chief development engineer in Shell Oil Company's technical service division, it was announced by J. Chalmers, manager.

Formerly senior mechanical engineer, Mr. Payne replaces J. R. McEntee, who was recently appointed chief mechanical engineer on Shell's Houston area exploration and production staff.

Moving up into Mr. Payne's former position is F. D. Leigh, who has been serving as division mechanical engineer at Hobbs. New Mexico.

A native of Temple and a graduate of the University of Texas, Mr. Payne joined Shell in 1944 and held various engineering posts before being named senior mechanical engineer in 1953.

CLASSIFICATION OF OFFSHORE STRUCTURES

by RICHARD J. HOWE

Shell Oil Company

It has previously been noted that this series of articles deals with the classification of offshore drilling structures under three seperate categories: (1) the amount of equipment located on the structure, (2) the degree of mobility and method of installation, and (3) the method of support.

The first two methods of classification have been covered, and this summary will deal with classification by the method of support.

Piling Support Structures

Unbraced piles . . . The unbraced pile structure is generally some type of mobile unit. However, it could also be a stationary structure. One difficulty with the unbraced pile structure is that the bending moments in the piles are higher, since there is no lateral bracing. Also, higher pile penetration is necessary owing to the lack of supplementary bearing support. The primary advantage of the unbraced-pile-type structure is its relatively simple design.

Template with small number of piles . . . The template structure, having a small number of piles, is generally a stationary tender-type or self-contained structure. The advantages of this type of structure are the simpler fabrication practices, more rapid installation, and salvage, and more convenient cathodic protection. Some of the disadvantages are the higher pile loads, which generally become critical from a soil-bearing standpoint rather than from a stress standpoint, and the heavier deck section necessary to span the greater distance between the piles.

Template with large number of piles . . . The template type of structure utilizing a large number of piles has the advantage of using lighter deck sections and having lower pile loading and penetrations. It may also be made up from smaller units, one or more of which can be left on location as a production platform. These units are always stationary tender-type or self-contained platforms. The fabrication costs of these platforms are usually higher than the ones utilizing a small numer of piles and the salvage costs are also generally higher because of the large number of piles to be removed.

Hull Support Structures

Thick lower hull . . . A structure being supported by a thick lower hull is subject to relatively severe differential pressure head forces which may cause lateral resistance problems. There is also a problem of obtaining sufficient overturning resistance by hull support alone, particularly where bottom scour is involved. These structures have the advantage of relatively good structural moment resistance at the upper part of the hull and fixity for the structural members which connect the lower hull with the drilling deck. This type of structure is also relatively easily moved to a new location. These structures are generally of the mobile, submersible type, usually with pontoons to obtain the necessary sinking stability.

Thin lower hull . . . Hull support structures with a thin lower hull have the advantage of low pressure forces on their hulls and lower fabrication costs. However, there are certain problems associated with building sufficient strength into these thin hulls to resist the moments placed on the hull by the members which connect the drilling deck with the hull. As in the case of thick-hulled units, the bearing problems caused by overturning moments and lateral resistance can be serious. Most of the structures with thin lower hulls are mobile units of the elevating barge type. However, the units with thin outrigger pontoons which completely support the unit in the floating and sinking positions, and then are lowered to the bottom for bearing support, could also be classified in this category.

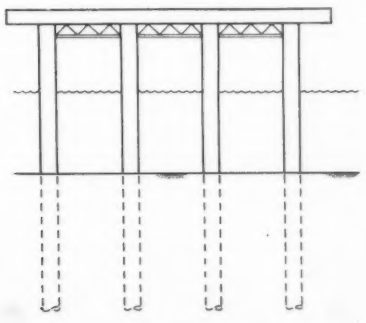
Divided lower hull . . . The structures having a divided lower hull experience very low differential pressure head forces on the lower hull. However, there are certain problems which tend to offset this advantage. There is generally less hull area, and therefore severe bearing problems may develop. There are also problems associated with the lateral resistance of these units together with their overturning resistance. Usually structures with divided lower hulls are mobile units of the elevating or elevated type. Structures utilizing towers with no piling fall into this category.

Piling Plus Hull Support Structures

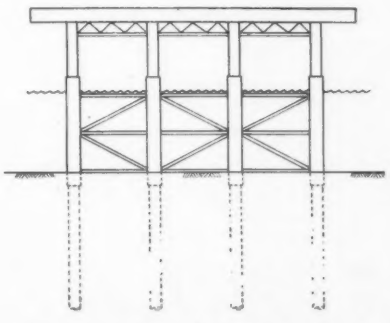
Piling with thick lower hull . . . The use of piling with a thick lower hull removes some of the overturning and lateral resistance problems associated with the thick lower hull structures being used without piling. These units are somewhat more expensive. but they are more flexible in their application. One elevated mobile unit of this type, which is capable of drilling in 100 feet of water, has recently been completed.

Piling with thin lower hull . . . Here again the use of piling with a thin lower hull reduces the problems of lateral resistance and overturning moments. There is also a possibliity

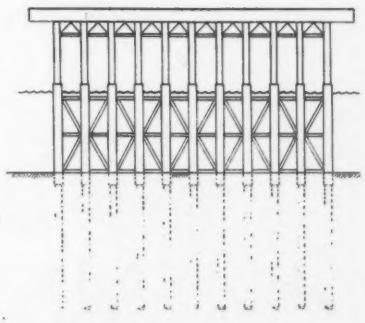
(Continued on next page)



PILING SUPPORT STRUCTURE WITH UNBRACED PILING



PILING SUPPORT STRUCTURE WITH TEMPLATE AND SMALL NUMBER OF PILES



PILING SUPPORT STRUCTURE WITH TEMPLATE AND LARGE NUMBER OF PILES

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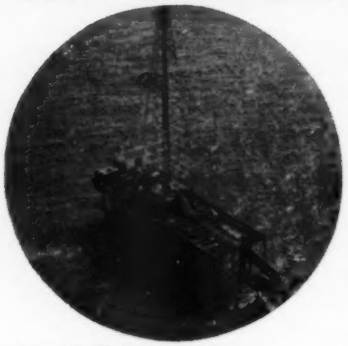

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Now under construction at the Arnold V. Walker Shipyard in Pascagoula, Miss., two of these versatile 135-foot supply ships will be ready for service in late May.

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Classification . . .

(Continued from page 27)

that the piling could be used to stabilize the unit while moving on location by raising the metacentric height. Although the mobility of the unit is somewhat hampered by the installation and removal time required for the piling, in some locations it is impossible to develop that lateral and overturning resistance to withstand reasonably severe storm conditions without the use of piling. One proposed elevating-deck unit with a thin lower hull utilizes piling only during hurricane season.

Piling with divided lower hull . . . The use of piling with a divided lower hull has the same advantages as that with thick and thin lower hulls. Units with widely separated towers which are held down by piling fall in this category.

(This is the last of three articles by Mr. Richard J. Howe, of the Shell Oil Company. The two previous articles, covering classification of offshore drilling structures by the amount of equipment located on the structure, and by the degree of mobility and method of installation, appeared in earlier issues of OFFSHORE OPERATIONS).

Oil Exposition . . .

(Continued from page 21)

tions, geophysical instruments and many other kinds of equipment.

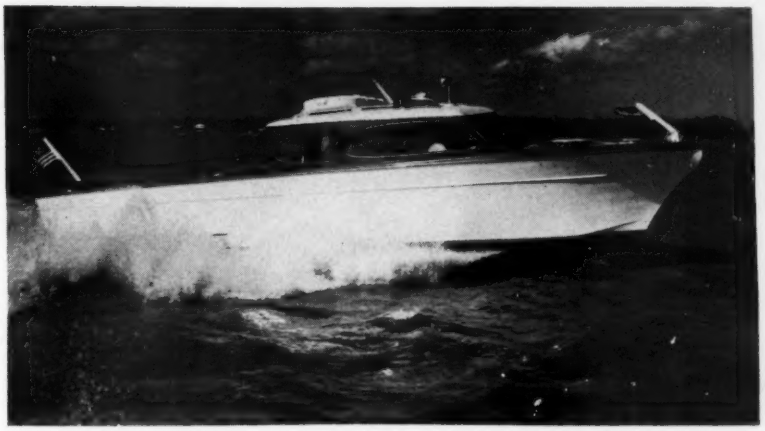
Levingston Shipbuilding Company, of Orange, Texas, will exhibit a scale model of its latest offshore drilling tender with derrick, complete down to a helicopter landing deck with helicopter and illuminated windsock.

Admission is free by invitation to men and women in all branches of the oil industry. Tickets may be obtained from manufacturers or by writing to the Exposition, 1416 Melrose Building, Houston.

Stanolind Stakes Gulf Wildcat Off Galveston

Stanolind Oil & Gas Company has made location for a deep Gulf of Mexico wildcat 15 miles east of Galveston and 9 miles from its 14,000-ft. duster drilled last year. The company's well No. 1-B, OCS Lease 0279, State Lease 31604, will be in 47 feet of water. Proposed depth is 10,000-ft.

An 82' x 83' platform will be erected on the location, equipped with a 173.5' derrick. The platform will stand approximately 40' above the water. A company tender, the **Stanolind 50**, will service the platform.



This 29-foot diesel-powered stock model cruiser is capable of speeds up to 22 mph. It is now being used as a pumper-gauger transport in the marine oilfields of Louisiana.

For Marine oilfield use . . .

A 29-Foot Diesel-Powered Stock Cruiser

Clear Creek Boat Yard's converted stock model may be answer to cutting costs of utility transportation in the inshore fields

News from the SHIPYARDS

CLEAR CREEK Boat Yard of Kemah, Texas, has successfully installed diesel power in a converted 29-foot stock model cruiser—and the fast, trim craft may be the answer to shaving critical costs in the transportation of utility personnel in the inshore oilfields. Now in service as a pumper-gauger transport in South Louisiana, the 29-foot **Eloise** has turned in an excellent performance record.

Conversion of a smaller stock model to diesel power is nothing new. It has been tried before, without notable success. But J. M. Sharp and E. R. Elwood, co-owners of Clear Creek Boat Yard, decided that it could be done—even though the problem had stumped designers and engineers all over the country.

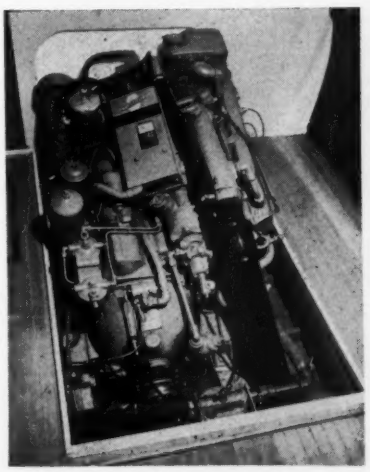
The boat yard specializes in remodeling, refinishing, engine installations and repairs on both steel and wood hull vessels. The partners chose a stock model Chris Craft cruiser because they were familiar with its design and performance. From experience, they knew the Chris Craft hull with its double-plank bottom would take a terrific amount of punishment.

The cabin of the cruiser was extended and enclosed, and a bulkhead set aft with a passageway. A GM 4-71 inclined diesel engine, rated at 140 hp. and supplied by Stewart & Stevenson, Inc. of Houston, was installed with a service slot in the bulkhead. Reduction is $1\frac{1}{2}$:1, and the **Eloise** swings a 20-in. propeller.

The weight of the diesel engine—about twice that of a gasoline engine—was an important factor. But to demonstrate the success of the installation, the **Eloise** planes at 1500 rpm carrying a full complement of passengers and with fuel tanks filled to capacity. The boat has a top speed of 22 mph, and cruises at 18 mph. Maneuverability is good at low speed, forward or reverse, with or against the torque.

Converted for a major oil company, the **Eloise** was given extensive trial runs, over a period of several weeks, before going on the job as a pumper-gauger transport in the marine oilfields of South Louisiana. No flaw was detected in the boat's performance. The job record has been perfect, as well.

The successful conversion of a small, fast stock boat to diesel power will find many applications in the inshore oilfields. The cruiser may be used by a toolpusher, or by other supervisory personnel for shuttle runs. It will carry six passengers in safety and comfort, and could be used to transport rig personnel to and from drill sites in the inland seas and marshes, where locations are accessible by water.



The converted Chris Craft is powered with this inclined 4-71 GM diesel engine, with a service slot in the bulkhead at the top of the picture. The weight is about twice that of a gasoline engine.

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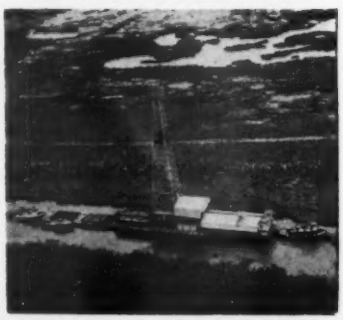

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Oil Man's Calendar

For May

1-4—American Institute of Chemical Engineers, Shamrock Hotel, Houston.

1-4—Liquefied Petroleum Gas Assn. (annual convention), Conrad Hilton Hotel, Chicago.

2-4—United State Chamber of Commerce (annual meeting), Washington.

2-4—American Geophysical Union (annual meeting), Washington.

2-4—American Petroleum Institute (Evaporation Loss Committee and Subcommittee meetings), Edgewater Beach Hotel, Chicago.

4-6—American Inst. of Electrical Engineers (Middle Eastern District meeting No. 2), Deshler-Hilton Hotel, Columbus, Ohio.

8-10—Empire State Petroleum Assn. (annual convention and trade exhibit), Biltmore Hotel, New York.

9-10—American Gas Association (gas supply, transmission, storage conference), Wm. Penn Hotel, Pittsburgh.

9-12—American Petroleum Institute (Division of Refining midyear meeting), Jefferson Hotel, St. Louis.

11-12—Pacific Coast Gas Association (gas supply and transmission conference), Palm Springs, Calif.

11-13—American Petroleum Institute (Division of Production, Eastern District Spring meeting), Wm. Penn Hotel, Pittsburgh.

14-22—World Wide Chemical Plant and Equipment Exposition and Congress, Frankfurt, Germany.

15-17—Pennsylvania Petroleum Association (Spring convention), Bedford Springs Hotel, Bedford.

15-20—National Tank Truck Carriers, Inc. (annual convention), Mark Hopkins Hotel, San Francisco.

16-18—American Petroleum Institute (Division of Marketing, Lubrication Committee), The Greenbrier, White Sulphur Springs, W. Va.

16-18—American Petroleum Institute (Division of Transportation, Products Pipe Line Conference), Edgewater Beach Hotel, Chicago.

16-18—Southern Gas Association (annual meeting), New Orleans.

16-20—National Fire Protection Assn., Netherlands Plaza Hotel, Cincinnati.

17-19—Pennsylvania Gas Assn., Pocono Manor Inn, Pocono Manor, Pa.

19-20—National Industrial Conference Board, Waldorf-Astoria Hotel, New York.

23-25—American Petroleum Institute (Division of Marketing midyear meeting), Chase & Park Plaza Hotels, St. Louis.

26-27—AIME (Rocky Mt. Petroleum Sections joint meeting), Shirley Savoy Hotel, Denver.

26-27—Kentucky Oil & Gas Assn. (annual meeting), Lafayette Hotel, Lexington.

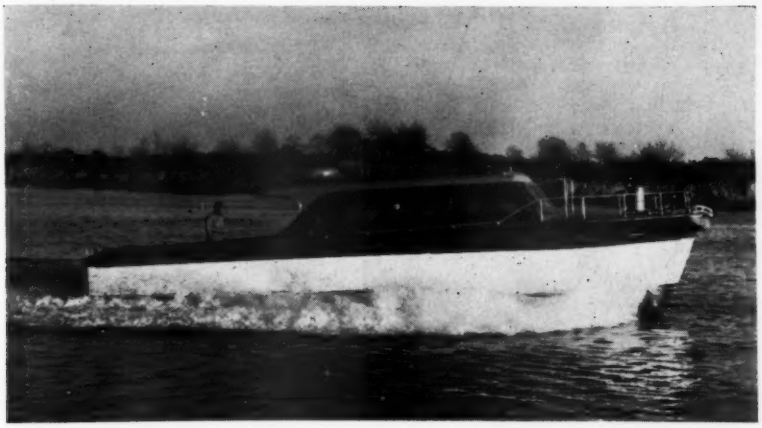
30-June 1—Chemical Institute of Canada (38th annual conference and exhibition), Quebec, Canada.

Henderson Buys Meco Fleet

Bill Henderson, president of Sea Service, Inc., has announced the purchase by his company of four offshore vessels from the Mechanical Equipment Company of New Orleans.

The craft include three 65-foot crew boats—**Sea Driller, Shell Driller** and **Meco Driller** (See OFF-OPERATIONS, March, 1955)—and the 121-foot supply boat, **Pelican Driller.**

All of the vessels are powered with Buda diesel marine engines, and are at work for Shell Oil Company. Sea Service, Inc. has headquarters in Harvey, La.



Gulfport's new 45-foot offshore crew boat, shown during recent trial runs, has a top speed of 23 mph and a cruising speed of 21 mph. It is outfitted on a par with the finest yacht afloat.

For executive personnel . . .

A Fabulous 45-Footer

Gulfport's new luxury crew boat combines speed and strength in an offshore transport that will compare with the finest yacht

Gulfport Shipbuilding Corporation of Port Arthur, Texas, has designed and constructed an all-steel twin-screw diesel-powered crew boat that is fabulous in every respect. Powered with two inclined GM 6-71s, supplied by Stewart & Stevenson, Inc. of Houston, the **Ottilie** has a top speed of 23 mph and a cruising speed of 21 mph. Built especially for marine oilfield service, the **Ottilie** is outfitted on a part with the finest yacht afloat.

Fine offshore equipment is a tradition at Gulfport, where engineers are continually experimenting with new designs and new techniques. The **Ottilie** was developed from an experimental model. The engineers liked the lines, and sent a model to the University of Michigan for tank tests. The reports were favorable, giving the model a high performance rating, so construction on the **Ottilie** was started.

Dimensions . . . As designed and constructed by Gulfport, the **Ottilie** has a length overall of 45 feet. She is 13′3″ wide, with a depth amidship of 7½′. Draft is 33″.

Construction . . . Shell plating is 3/16-in. The deck plating is 1/8-in. A 1/4-in. plate on the bottom runs from the transom up to the stern tubes, for added strength. The house is beautifully finished in mahogany. Furniture and sheeting are also mahogany, and the luxury motif has been carried out with a fire-resistant plastic headliner. The exterior is completely metallized.

Auxiliaries . . . The **Ottilie** has mechanical steering with automatic pilot, RCA radio telephone, and depth recorder. It is equipped with galley, head, and has sleeping accommodations for six. Fuel capacity is 400 gallons.

The arrangement and accommodations of the **Otillie** make it ideal for executive personnel use. A second stock model is now under construction, and will be licensed by the U. S. Coast Guard to carry 21 passengers for hire.

The Gulfport Shipbuilding Corporation builds many types of equipment for marine oilfield use—derrick barges, tugs, dredges, cargo barges, drilling platforms and wellhead structures, and fast, rugged cruisers for the inshore oilfields. The company has built an impressive total of 86 102-ft. and 105-ft. tugs.

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HOUSTON

NEW ORLEANS GALVESTON

Mobile Units And Tenders

Gulf Coast Area

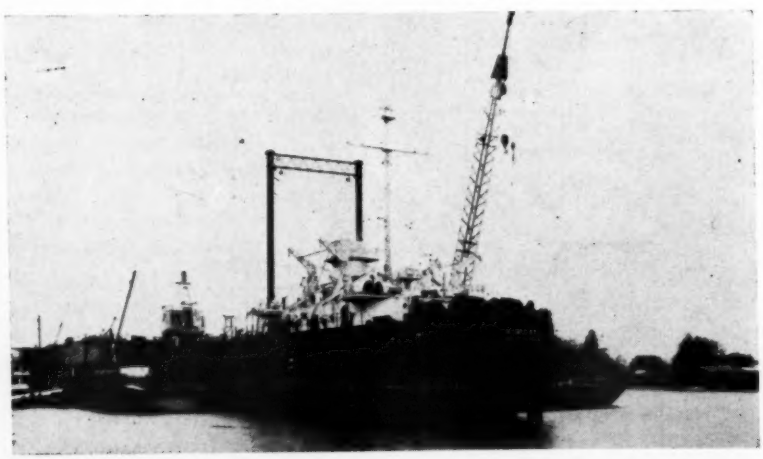
Mobile Rigs In Operation

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. Barnsdall-Hayward Design, 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	17-18′	On CATC location, Block 84, West Delta area
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½ x 140′ pontoons	Rig 44	29′	Drilling for Texas Co., Section 134, Galveston area
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	32′	Drilling for Shell, Block 27, South Pass Area
California Company Friede & Goldman Design, 11′ x 60′ x 140′, with four 3′ x 10′ x 35′ pontoons	S-44	12′	Under repair, to return to Main Pass Area, La.
The Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ cassions	Mobile Unit No. 1		Leased to Humble, at Grand Isle
The Offshore Company Delong Design, 13½′ x 117′ x 220′, with 14 6′ cassions	Mobile Unit No. 2		Commissioned Feb. 1, Contract drilling for Humble
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"	37′	Drilling for Humble off Grande Isle
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"	48"	Drilling for Shell, Sabine Pass, Texas
Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward"	30′	Drilling for Shell, Block 27, South Pass Area

Mobile Rigs Under Construction

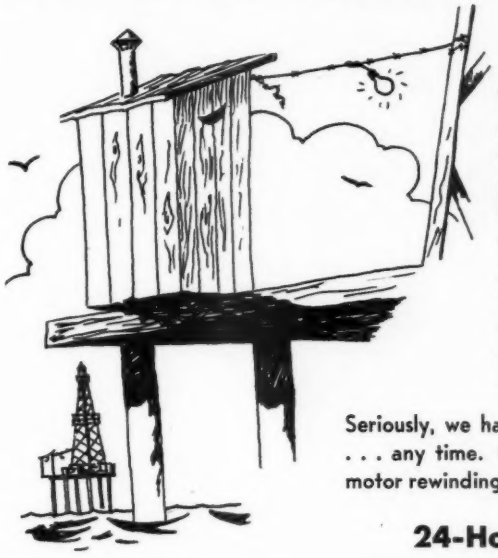
		Depth Potential
The Offshore Company 12′ x 74′ x 200′, with four 6′ cassions and four Delong jacks	Mobile Unit No. 3	Alexander Shipyard, to be completed June, 1955
Zapata Offshore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.	—	LeTourneau-Vicksburg, to to completed June, 1955

(Continued on page 34)



Humble's drill tender "ST-2," shown in a shipyard for repairs, will soon return to service off the coast of Grande Isle, La.

Another DELTA MARINE ELECTRIC COMPANY *Achievement!!*



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Mobile Units And Tenders
Gulf Coast Area

(Continued from page 32)

Penrod Drilling Company Levingston Design, 10′ x 72′ x 220′, drydock with rig in place	—		At Venice, Louisiana, not in operation
The California Co. 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Being constructed

Drilling Tenders

CATC **Continental Oil Company** **Atlantic Refining Company** **Tidewater Assoc. Oil Co.** **Cities Service Oil Co.** New tender, 260′ x 54′	"J. C. Craig"	—	Block 56, A-1, West Delta Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	—	Block 49, A-2, East Cameron Area, Louisiana
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"		East Cameron, Block 73, Well B-1
Same Companies as above New tender, 260′ x 54′	"J. A. Cleverly"		To be completed June, 1955
The California Company Converted LST, 328′ x 50′	S-21	42′	West Delta, Louisiana
The California Company Converted LST, 328′ x 50′	S-22	37′	Bay Marchand, Louisiana
The California Company Converted LST, 328′ x 50′	S-23	24′	Main Pass, Louisiana
The California Company LST, 328′ x 50′	S-24	62′	South Pass, Louisiana
The California Co. LST, 328′ x 50′	S-25		Being converted
The California Co. LST, 328′ x 50′	S-26		Being converted
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	58′	Block 150, Ship Shoal Area, with Penrod rig

(Continued on page 36)

A Humble rig in the Aransas area. Drilling activity is on the upswing off the Texas coast.

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For the OFFSHORE OIL INDUSTRY

Dimensions:
125' length
9' moulded depth
30' beam

Power:
Twin tandem 6-110 GM diesel engines

Speed:
14 mph

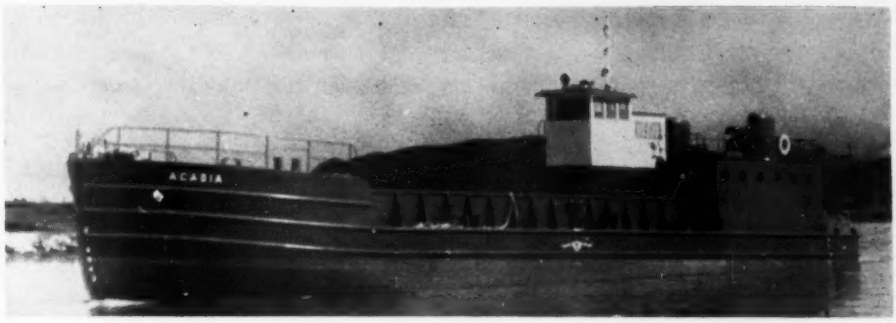
Auxiliaries:
Two 30 kw (110-220) d-c generators
4-in. ballast pump
2½-in. F & B pump
2-in. F.O. pump
F.W. pressure set
S.W. pressure set
Two air compressors
Anchor windlass
1⅛-in. chain

Appliances:
All electic—stove, refrigerator, deep-freeze, water heater, water fountain

Accommodations:
Captain's quarters
Two officers
Six crew

Cargo:
Cargo capacity, 500 tons

Construction:
All-steel
⅜" shell
⅜" deck plating
5/16" superstructure
5/16" bulkheads



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This 125' self-propelled barge was designed, engineered and constructed especially for offshore duty. Powered with twin tandem 6-110 GM diesel engines, supplied by the Kennedy Marine Engine Company of Biloxi, Miss., the ACADIA has a speed of 14 mph and is ideally suited for oilfied hauling. Delivered to the Twenty Grand Towing Company, of Morgan City, La., the ACADIA is typical of the fine craftsmanship and "know-how" that goes into every Burton-built boat.

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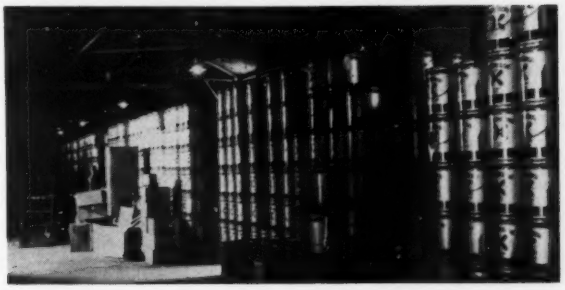

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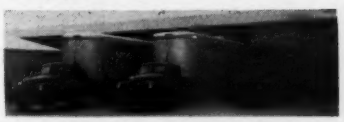

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Mobile Units and Tenders

Gulf Coast Area

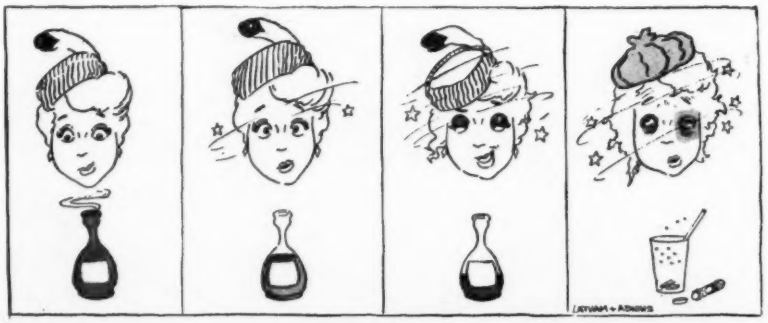
(Continued from page 34)

Gulf Oil Corporation New tender, 272' x 60'	"Pelican"		Bethlehem Shipyd., Beaumont, for annual inspection. Will go to work for Gulf.
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1		Not in service
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2		Not in service
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3		With company rig at Grand Isle, Louisiana
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7		Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8		Grand Isle Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Kermac I"	43'	Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250' x 48'	"Kermac II"	42'	Drilling for Pure on Block 99, West Cameron Area, with Rig 43
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips"	65'	Block 64, S. Timbalier Area, Humble rig
Phillips Petroleum Company Converted YF, 260' x 48'	"K. S. Adams"		Drilling for Phillips at East Cameron, Louisiana
Magnolia Petroleum Company Converted YF	MDT-1	40'	Block 89, Eugene Island Block 110 Field
Magnolia Petroleum Company Converted YF	MDT-2	40'	Well G-1, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-3	35'	Well G-3, Block 94, Eugene Island Block 110 Field
Magnolia Petroleum Company Converted YF	MDT-4	52'	Well A-1, Ship Shoal Block 113
Magnolia Petroleum Company Converted YF	MDT-5	22'	Well E-2, Block 44, Eugene Island Block 45 Field
Magnolia Petroleum Company Converted YF	MDT-6	38'	Well I-1, Block 119, Eugene Island Block 126 Field
Magnolia Petroleum Company Converted YF	MDT-7	50'	Well A-1, Block 128, Eugene Island Area
Pure Oil Company Converted LST, 328' x 50'	"R. W. McIlvain"	60'	With Carl Short rig at Galveston
Stanolind Oil & Gas Co. Converted LST, 328' x 50'	No. 50		Bethlehem Shipyard, Beaumont. Will move about May 1 to Galveston location

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATAC Continental Oil Co. Atlantic Refining Co. Tidewater Assoc. Oil Co. Cities Service Oil Co.	220' x 106'	1955	Block 47 Grand Isle, La.	97'

(Continued on next page)



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Baldt Anchor, Chain & Forge Division, The Boston Metals Co. 40
Baylor Co. 10
Bedell & Nelson 40
Bird, Ross H. 36
Blount Marine Corporation 24
Boehck Engineering Co. 32
Bryant Boats, Inc. 46
Buoys, Inc. 5
Burton Construction & Shipbuilding Co. 35
Byrne & Rice Supply Co. 48
Cenac Towing Co. 30
Clear Creek Boat Yard 47
Consolidated Ship Yard 20
Crescent Towing Co. 42
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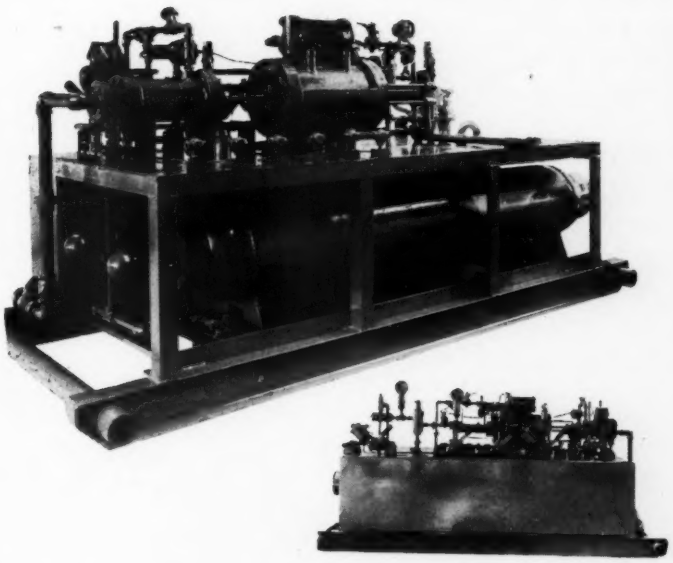
Self-Contained Platforms Gulf Coast Area

(Continued from page 36)

Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petroleum Co.	52′ x 168′	1948	Block 119 Eugene Island Area, Well H-5	38′
Pure Oil Co.	100′ x 80′	1948	Block 32 Eugene Island, La.	14′
Stanolind Oil & Gas Co.	85′ x 195′	1955	Block 24 (Caillou Bay) Ship Shoap area	7′
Shell Oil Company	82′ x 197′	1955	Block 32, Main Pass, La. (under construction)	72′
Western Natl. Gas Co.	52′ x 136′	1954	State Tract 608, S.E. Port O'Connor, Texas	43′
The California Co.	"J" Structure	1955	Block 3, Bay Marchand, La.	

THE NEW PAYNE PUMP ACCUMULATOR UNITS

DESIGNED FOR OPERATION OF ALL TYPES AND MAKES OF HYDRAULIC BLOWOUT PREVENTERS



These units are composed of a pump, a hydro-pneumatic accumulator, a fluid reservoir and fluid control manifold for any number of blowout preventers.

Air, steam, electrical, and gasoline powered Payne pumps with several volumes and pressures are furnished with these units.

The fluid pressure accumulator is manufactured in two sizes—40 and 80 gallons—both with 2000 PSI working pressure.

When the pressure drops to 1800 PSI on the accumulator, the pump automatically returns the pressure to 2000 PSI by means of a pressure switch which cuts the power to the pump at that pressure.

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Fire Prevention . . .

(Continued from page 25)

small industrial plant and in a small rooming house are combined on an "island."

Coping with them should be simple if you're prepared, dangerous if you're not. It's a two sided problem based on having the proper kinds of fire extinguishing equipment and knowing how and on what types of fires to use each variety.

For fires in ordinary combustibles (Class A) water is the proper agent. This can be available either by pumping sea water directly or using portable water extinguishers. For blazes in flammable liquids (Class B) or electrical equipment (Class C), carbon dioxide or dry chemical are called for. Don't use water on them: It will only spread a flammable liquid fire and being a conductor of electricity, it is dangerous for application on a piece of "live" electrical equipment.

Carbon dioxide is a good agent for extinguishing electrical or flammable liquid fires. It extinguishes a blaze by reducing the amount of oxygen present in the fire area to a degree insufficient to support combustion. It virtually smothers the fire. As an added bonus, being an inert gas it is eventually absorbed into atmosphere following discharge leaving no mess to be cleaned up. Finally, it is a nonconductor of electricity.

Carbon dioxide can also be installed as a system to protect semi- or enclosed fire hazard areas such as machinery rooms, paint lockers, or generator rooms. When used as a system, rate-of-temperature-rise fire detectors are mounted throughout the hazard area. If fire occurs, the mounting temperature in the space acts on the sealed fire detector elements causing a pneumatic impulse to be sent from the detector to discharge heads on cylinders of carbon dioxide. The released gas passes from the cylinders and through piping is routed to the "in trouble" area where it is discharged as an inert gas from Multijet nozzles. A sufficent volume is introduced to smother the fire.

Auxiliary devices can be used with the basic system which will cause alarms to sound, shut off machinery, or trigger other electrical equipment.

As for dry chemical, it too can be used on electrical or flammable liquid fires and it has **very** superior fire extinguishing characteristics.

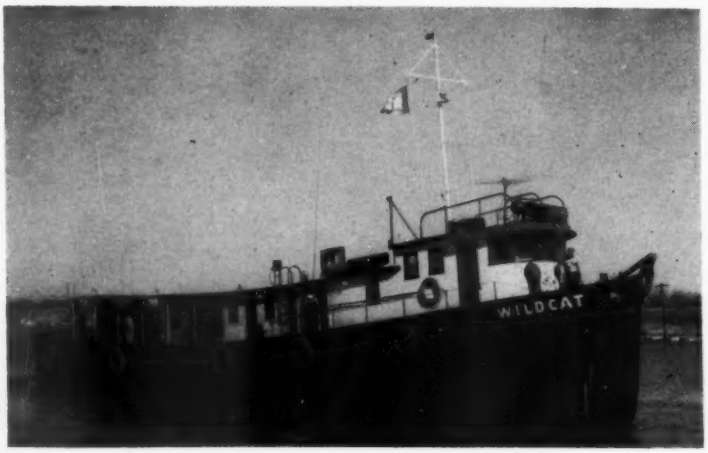
However, it consists of very fine powder discharged under pressure and as such leaves a residue.

On the other hand, many fire safety experts point out that getting a fire out quickly is the most important consideration and residue largely should be ignored. If this psychology is followed, dry chemical is the ideal agent for use on normal Class B and C fires.

Let me give you a final piece of advice. No piece of portable fire extinguishing equipment is any better than the man available to use it in an emergency. With the huge sums invested in each offshore well, would it not seem reasonable to take an hour or two and talk to the crews about the fire extinguishing equipment that has been provided for "island" protection?

Explain the three classes of fires and the agents best suited to combat each. Actually demonstrate how each piece of fire extinguishing equipment works. Let the man handle and discharge the different units. If they actually extinguish small fires in half-full pails of gasoline, for example, so much the better. Then be sure they know the locations of extinguishers on the "island." Consider using conspicuous markings for fire extinguisher locations and label portables according to their intended uses.

Your crews may never be called on to act in a fire emergency, but if they are, the time spent in fire safety education will pay off. They will swing into action immediately, promptly, and with confidence.



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Marine oil industry . . .

Shipyard Round-Up

ALEXANDER SHIPYARD, New Orleans:

Mobile Unit No. 3, under construction for the Offshore Company of Baton Rouge. Measurements: 12′ x 74′ x 200′, with four 6′ caissons and four DeLong jacks. Completion date: June, 1955.

Arnold V. Walker Shipyard, Pascagoula:

Two 135-foot offshore cargo vessels, under construction for Sea Service, Inc. Walker-Henderson design. Measurements: 135′ long, 32′ wide and 10′6″ deep. Power: Two 600 hp diesel marine engines. Vessels will do offshore towing of drilling barges and tenders, act as standby tugs, haul oilfield supplies. Designed to carry 3500 barrels of drilling water to offshore rigs, haul two large stacks of range 3 drill pipe. Completion date: May.

Two additional 135-foot offshore cargo boats will be built for Sea Service, Inc. this year. These vessels will be designed not only to carry 3500 barrels of drilling water to offshore rigs, but to carry a similar amount of crude oil on the return trip.

Avondale Marine Ways, New Orleans:

Portable offshore drilling barge, under construction for The California Company. Friede & Goldman design of the elevated-deck, self-stabilizing type, similar to The California Company's S-44. Measurements, lower hull: 190′ x 150′ x 12′. Measurements, upper structure: 180′ x 90′.

Completion date: Fall.

Blount Marine Corporation, Warren, Rhode Island:

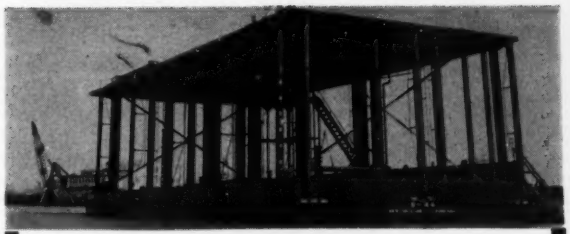
Exploration vessel **Parducon,** delivered recently to J. Parker Conrad of Morgan City. Measurements: 64′ in length, 21′ beam, 8′6″ depth and draft of 5′9″. Power: Two GM 6-110 diesel engines.

Bludworth Shipyard, Houston:

55′ tug **Elaine Ellis,** delivered to Dalehite Boat Service. Twin-screw.

(Continued on page 44)

These equipment men were on hand for the christening of CATC's new drill tender ERNIE MILLER, at the Levingston Shipbuilding Company's Orange, Texas, shipyard. Left to right are W. T. Miller, Emsco; Billy Mills, Continental Supply; John Spence, advertising manager, Continental Supply; A. J. Olsen, chief engineer, Continental Supply; Allen Whitesides, manager drilling equipment division, Continental Supply, and W. D. Baylor, president, Baylor Company.



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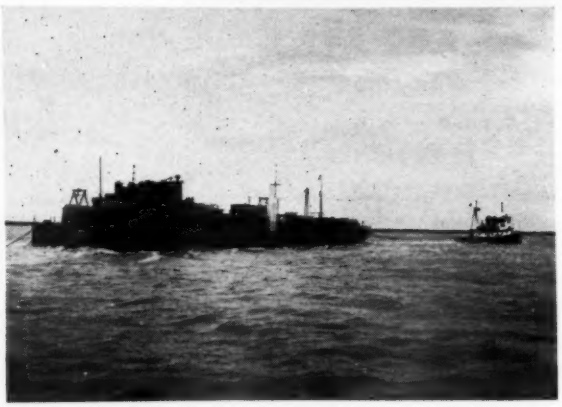

Brown & Root's lay-barge WILLIE D is shown at the beginning of a 2000-mile trip to Lake Maracaibo, Venezuela. The converted 236-foot LST was used by Brown & Root to lay a 16-inch pipeline in 70-feet of water in Lake Maracaibo for Compania Shell de Venezuela. Not shown in the picture is another 110-foot barge strung out behind the WILLIE D. The deck cargo of the lay barge includes two small tugs and three crew boats used on the job.

Submarine Pipelining

CALIFORNIA—Monterey Oil Company is laying 10,500 feet of undersea pipeline to drilling island at the end of Long Beach breakwater. Healy-Tibbits Construction Company, Pier E, Berth 118, Long Beach, prime contractor. Collins Construction Company, Port Lavaca, Texas, sub-contractor. Somastic coating applied by Pipe Linings, Inc., Watson, California.

Multiple lines will be laid. An 8-in. pipeline with 10,000 barrels daily capacity will transport oil and gas from offshore wells belonging to Monterey and The Texas Company to separation center at Seal Beach for processing and handling. Three 3-in. lines will carry mud, water and fuel to offshore drilling rigs.

Completion date: June 1.

LOUISIANA—MCN Group (Magnolia-Continental-Newmont) is completing 48 miles of 12-in. undersea pipeline from Burns Terminal on the coast of St. Mary's Parish to the Eugene Island Block 126 field in the Gulf of Mexico. Brown & Root, 4100 Clinton Drive, Houston, Texas, contractor. Reinforced concrete coating applied by Rosson-Richards, Inc., Harvey, La.

William Schoolcraft is Brown & Root's superintendent on the job.

Operators have approximately 16 miles of line to lay. Work was shut down during the winter months, because of adverse weather conditions, and is expected to resume about May 1. Completion date will be about July 15, weather permitting.

LOUISIANA—Shell Oil Company laying 3-in. and 4-in. flow lines, East Bay, Battledore Reef and Breton Sound. Lines ranging in length from 2,000 to 12,000 feet, in water depths up to 30-ft. Sam Carline, Inc., Morgan City, contractor.

Projected: 5,000 feet of 10-in. line and 8,000 feet of 6-in. line by Marine Gathering Company, Houston, Texas. Rollover area. Sam Carline, Inc., contractor.

OFFSHORE LOCATIONS

LOUISIANA

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-C, State Lease 2327, Breton Sound area. Proposed depth 8,000-ft.

St. Mary Parish: Shell Oil Co., 4 State Lease 1655, Eugene Island Block 18. Proposed depth 10,500-ft.

Plaquemines Parish: The California Co., 3-A, State lease 1069, West Delta Block 30. Proposed depth 10,000-ft.

St. Mary Parish: Magnolia Petroleum Co., 2-G, State Lease 694, Block 126; to be drilled directionally from 1-G platform. Proposed depth 12,000-ft.

Jefferson Parish: Humble Oil & Refining Co., 1 State Lease 800, Grand Isle Block 16. Proposed depth 9,000-ft .

Cameron Parish: U. S. Oil Company of Texas and Louisiana, 4-A, State Lease 1133, Block 45. Proposed depth 12,000-ft.

Plaquemines Parish: Continental Oil Co., 2 State Lease 2511, Main Pass Block 25; Salt Dome Production Co., Contractor. Proposed depth 6,500-ft.

Terrebonne Parish: Stanolind Oil & Gas Co. State Lease 758, Block 39, Ship Shoal area. Wildcat. Proposed depth 8,000-ft.

St. Mary Parish: The Texas Co., 25 State Lease, Cote Blanche Island. Proposed depth 14,000-ft.

Terrebonne Parish: Stanolind Oil & Gas Co., 1 State Lease 75, Block 38, Ship Shoal area; wildcat. Proposed depth 5,000-ft.

Plaquemines Parish: Shell Oil Co., 1 State Lease 2666, South Pass area; wildcat; Ocean Drilling & Exploration Co., contractor. Proposed depth 13,500-ft.

Plaquemines Parish: Shell Oil Co., 2 State Lease 2675; wildcat. Proposed depth 12,500-ft.

Plaquemines Parish: The California Co., 6 State Lease 1354, Main Pass Block 69; Penrod Drilling Co., contractor. Proposed depth 8,300-ft.

Plaquemines Parish: The California Co., 1 State Lease 1388, South Pass Block 24. Proposed depth 8,200-ft.

Plaquemines Parish: The California Co., 10 State Lease 1922, South Pass Block 24. Proposed depth 8,500-ft.

Plaquemines Parish: Shell Oil Co., 6 State Lease 1012, South Pass Block 27; Ocean Drilling & Exploration Co., contractor. Proposed depth 9,150-ft.

Plaquemines Parish: Shell Oil Co., 7 State Lease 1012, South Pass Block 27; Ocean Drilling & Exploration Co., contractor. Proposed depth 7,650-ft.

St. Mary Parish: Magnolia Petroleum Co., 2-I State Lease 692, Eugene Island Block 126. Proposed depth 9,000-ft.

Plequemines Parish: Gulf Refining Co., 72 State PP, Grand Bay; Loffland Bros., contractor. Proposed depth 8,200-ft.

St. Mary Parish: Magnolia Petroleum Co., 2-I State Lease 692, Eugene Island Block 126. Proposed depth 9,000-ft.

Plaquemines Parish: Kerr-McGee Oil Ind., Inc., 1-B State Lease 2328, Block 32 Breton Sound area; Phillips Petroleum Co. rig. Proposed depth 8,000-ft.

Plaquemines Parish: The Texas Co., 78 State Lease, Garden Island Bay. Proposed depth 4,150-ft.

Plaquemines Parish: Kerr-McGee Oil Ind., Inc., 1-F State Lease 1999, Breton Sound Block 20 area; wildcat. Phillips Petroleum Co. rig. Proposed depth 6,000-ft.

Plaquemines Parish: The California Co., 1 State Lease 2566, South Pass Block 41 area; wildcat. Proposed depth 10,200-ft.

Jefferson Parish: Humble Oil & Refining Co., 9-A State Lease 801, Grand Isle Block 18. Proposed depth 9,500-ft.

Cameron Parish: The Texas Co., 1 State Lease 2398, Calcasieu Lake; wildcat. Proposed depth 13,500-ft.

Cameron Parish: Shell Oil Co., 1 State Lease 2547, East Cameron Area Block 17; wildcat. Proposed depth 13,00-ft.

Plaquemines Parish: Gulf Refining Co., 1-A, O.C.S. 0419 Block 150, Ship Shoal area; wildcat; directional hole. Proposed depth 12,000-ft.

Plaquemines Parish: Humble Oil & Refining Co., 8 State Lease 2090. Proposed depth 9,000-ft.

(Continued on page 47)

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Gulf Master Boats are noted for their stability and level ride. Capable of carrying heavy loads of crews while maintaining high cruising speeds, they are extremely seaworthy. The CHANNEL MASTER is the second Gulf Master Boat built for Mr. Harkey.

The Gulf Master series is available in 30′, 38′, 40′, 45′, 52′ and 65′ lengths.

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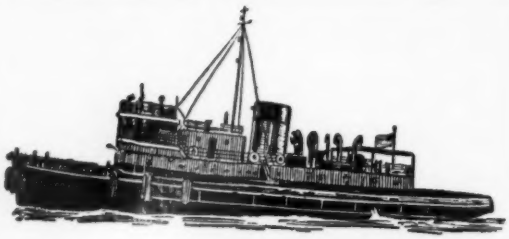

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News from the
SERVICE COMPANIES

Marine paints are an important line . . . Here is a section of the warehouse showing five-gallon cans of marine paints.

Two of fleet of trucks loading out engine room, deck and steward supplies for Southeast Texas marine oil customers.

Texas Marine & Industrial Supply

They Serve the Boats That Se

BACK of every offshore operation there are many supply houses to contribute vitally to the successful completion of a well. One such outstanding institution is Texas Marine & Industrial Supply Company, 8106 Harrisburg Blvd., Houston. General Manager is Gordon R. Waddell, a man long-experienced in every phase of supplying the needs of the marine industry and the marine oil business.

Having served the tugs in the harbors, the barges in the canals and the ships that enter Southeast Texas harbors for many years, it was a comparatively simple matter for Mr. Waddell to extend his stock and services to cover the needs of the fast-growing offshore oil industry.

"We stocked practically everything needed on offshore rigs and the boats that serve these rigs, even before offshore activity grew to a major factor in our business," Mr. Waddell points out. "It was a matter of increasing our stock of certain items and adding a comparatively few related lines to provide everything needed in deck,

Front of plant, containing offices and over-the-counter sales area. Warehouses are in rear and to left.

hat Serve the Offshore Rigs

engine and steward departments of offshore rigs and boats serving them."

Texas Marine & Industrial Supply Company is one of only two supply concerns in Houston equipped and authorized to make inspections of boats and ships and issue Coast Guard inspection certificates, and this service has been found of real value to offshore activity.

Go into one area of the company warehouse and you sense that you're in a cordage distributor's place of business, for the stock of rope you see is more extensive than you find in some specialty rope houses. You see manila lines in length from 420 to 600 feet, in sizes from the smallest to the largest normally manufactured. The stock particularly was selected for the service of tow boats and work boats in general.

The marine paint stock occupies one long wing of the warehouse and includes the complete International Marine line and certain marine specialties needed to fill out. The company buys fish oil by the carload for use in mixing paints to exacting specifications. The company likewise buys pipe in carload lots.

The management particularly takes pride in its stock of marine electrical supplies, including every needed explosion-proof and water-proof electrical item used aboard offshore rigs and the boats serving them. Also as a means of promoting safety on oil rigs the company stocks every kind of tool used around offshore rigs in spark-proof metal. An important line is wire rope, and the drop-forged fittings to go with it. Another fast-selling line is galvanized turnbuckles, Mr. Waddell says.

The company has a special fire-prevention department and it is distributor for CO-2 and Pyrene fire-fighting equipment for boats, ships and offshore installations.

Although basically a distributor, the concern has developed an important manufacturing sideline in the production of pilot ladders and cargo nets.

"We carry everything needed on a boat or ship,"

(Continued on next page)

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Rope is vital to offshore rigs and the boats that serve them. Here Mr. Waddell checks bale of manila.

declares Mr. Waddell, "except water and food." That includes everything from a five-inch, 600-foot towrope to pencils and toothpaste.

The company was organized by the late W. B. Pierce in 1937. At about the same time Mr. Waddell organized Rex Supply Company in Houston. He retired to his ranch after selling Rex in 1947, then two years later Mr. Pierce induced him to join Texas Marine as general manager. Mr. Pierce died in 1951.

Shipyard Round-Up

(Continued from page 39)

Crew boat under construction for Hopson Marine Service, of Mission, Texas. Similar to the **Irene H,** recently delivered to Hopson. Measurements: 64′6″ x 16′3″ with draft of 5 feet. Aircraft-type seats for 25 oilfield personnel.

Burton Construction & Shipbuilding Company, Port Arthur:

125′ self-propelled barge, **Diversity,** delivered to Twenty Grand Towing Company of Morgan City. Measurements: length overall of 125′, with a moulded depth of 9′ and 30′ beam. Power: Twin tandem GM 6-110 diesel engines. Cargo capacity: 500 tons, liquid or dry.

Dupont Fabricators, Inc., Morgan City:

Three offshore drilling structures under construction for a major oil company. One completely self-contained structure, two for tender-type operations.

Also fabricating handrails, walkways for offshore plaforms.

Construction will start on 130-foot self-propelled barge in the near future.

Equitable Equipment Company, New Orleans:

51-foot offshore crew boat delivered to Robin Boat Rental Service of Harvey. Measurements: 51′4″ length overall, 14′ beam, 7′ moulded depth. Power: Two 6-110 GM diesel engines.

Gulf Master Boats, Inc., Sidell, Louisiana:

Twin-screw 45-foot crew boat, under construction for R. C. Pace of Gretna, La. Power: Two 6-71 GM diesel engines. Twenty-four passengers, two crew.

Twin-screw 55-foot crew foat, to be started soon foi E. T. Calonne of New Orleans. 600 hp. Thirty-two passengers, two crew.

30-foot fire boat for Southern Railway, to put out bridge fires. 600 gpm.

Gulfport Shipbuilding Corporation, Port Arthur:

Six-pile 50' mgl wellhead structure completed for major oil company, waiting to be loaded out.

Twin-screw 45-foot luxury crew boat **Ottilie** completed, designed for the use of executive personnel. Measurements: 45' x 13'3" with a depth amidship of 5' and a draft of 33'. Galley, head, sleeping accommodations for six.

Twin-screw 45-foot crew boat under construction, identical in design to the **Ottilie.** Will be licensed by the Coast Guard to carry twenty-one passengers.

Hunt Tool Company Marine Division, Harvey:

Two offshore structures under construction for major oil company.

Converting LST, drill tender for Humble.

Building keyways, jackets for offshore use.

Levingston Shipbuilding Company, Orange:

$1.5 million drilling tender, **F. A. Cleverley,** under construction for the CATC Group. The vessel measures 260' long by 54' wide, and is similar in design to the **Ernie Miller,** recently delivered to CATC.

Completion date: June, 1955.

Lockport Shipyard, Lockport, Louisiana:

Sixty-five foot tug under construction for the Independent Towing Company, of Harvey. Power: GM 6-110 diesel engines.

Marine Construction Company, Patterson:

Twin-screw 65-foot offshore utility boat under construction.

32-foot marine oilfield personnel transport **Nan** recently delivered to John Galler of Morgan City.

Platzer Boat Works, Houston:

30-foot gauger's boat, delivered to a major oil company. Powered with two 4-71 GM diesel engines.

R. G. LeTourneau, Inc., Vicksburg:

Mobile drilling platform, under construction for the Zapata OffShore Company. LeTourneau design. Measurements: 20' x 80' x 140 feet, with three triangular legs.

Completion date: June, 1955.

Sewart Seacraft, Berwick:

One 20-foot crew boat under construction.

Four 31-foot crew boats under construction.

Two 40-foot crew boats under construction.

Triple-screw 45-foot offshore crew boat, **Triad,** under construction for Tripod Boats, Inc. Identical to the **Tripod,** which was delivered to Tripod Boats in March. Length overall of 45' with a beam of 14 feet. Bus-type seats for twenty-two passengers.

Triple-screw 45-foot offshore crew boat under construction for George Engine Company of Harvey.

Twin-screw 50-foot crew boat under construction for Ernest DeBuse.

Twin-screw 87-foot crew-cargo boat under construction for Arthur Levy, of Berwick. Similar in design to the **Jerry,** also built for Levy. Equipped to transport deck cargo, fuel, water and personnel.

Twin-screw 40-foot crew boat **Sirocco,** delivered to Ernest Milstead, New Iberia.

Aluminum pumper-gauger transport under construction for a major oil company.

Louisiana Holds Sale Of Eight Offshore Tracts

Sealed bids will be received by the State Mineral Board, State Capitol, Baton Rouge, on or before May 18, 1955, for the lease of the sulphur, potash, oil, gas and/or liquid or gaseous hydrocarbon mineral rights in and to the following described tracts:

Tract 6025, Block 45, Main Pass Area, Plaquemines Parish, 1,250 acres.

Tract 6026, Block 45, Main Pass Area, Plaquemines Parish, 1250 acres.

Tract 6027, South Pass Area, Plaquemines Parish, 3,383.59 acres.

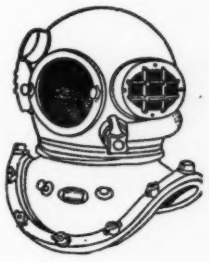
Tract 6028, South Pass Area, Plaquemines Parish, 312.5 acres.

Tract 6029, South Pass Area, Plaquemines Parish, 4,576.5 acres.

Tract 6030, South Pass Area, Plaquemines Parish, 4,687.5 acres.

Tract 6031, South Pass Area, Plaquemines Parish, 312.5 acres.

Tract 6032, South Pass Area, Plaquemines Parish, 1,250 acres.



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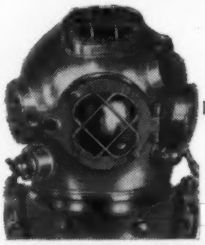

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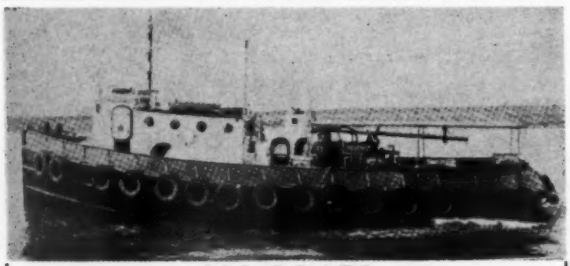

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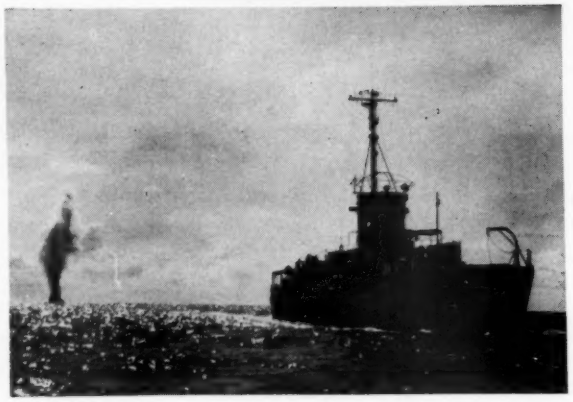

A charge is detonated behind the MV SONIC, used in Geomarine Service International's single-ship operation. The vessel is currently operating in Middle Eastern waters.

Crews Operating Offshore

GSI "Sonic" In Middle Eastern Waters

Geomarine Service International, S.A., is carrying out a single-ship operation in Middle Eastern waters, using the 158-foot, 405-ton Navy LCS(L) **MV Sonic,** a large, all-weather vessel converted for seismic service.

Instrumentation aboard the **Sonic** includes the recently designed magneDISC magnetic recording system, which affords definite advantages in marine work. Provision has been made to record a paper record with conventional AGC and normal filters simultaneously with the magnetic record. The magnetic data is usually recorded with a minimum of AGC control and filtering. The paper record provides an immediate check on record quality and also reduces the possibility of operator error in switching from magnetic to paper playback during the rapid offshore recording procedure. Under average conditions the **Sonic** records some 50 to 60 miles of line per day and shots are fired at two-minute intervals.

Amplifiers are the 7000-series, a high-grain, low distortion system that makes possible the recording of the full range of useful seismic energy. By playing the magneDISC recording back through the 7000, offshore profiles can be rechecked in any one of the 1380 filter combinations.

Offshore Round-Up

General Geophysical Company, Houston. Party 31 operating in the Morgan City area, off the coast of Louisiana. Office: Morgan City. Party chief: Joe Knight. No. 1 observer in charge of field operations: Tommy Glaze. Supplyman: Bob Reynolds.

General Geophysical Company, Houston. Party 29 has moved from Cameron to Galveston, Texas. Office: Lake Charles. Party chief: John Laker. Party manager: Tommy DuShane.

Geophysical Service, Inc., Dallas. Shooting off the coast of Louisiana, in the Morgan City area. Office:

Houma. Boat **Spindletop,** one-boat operation. Observer: Roy Schultz.

Geophysical Service, Inc., Dallas. Party operating in Middle Eastern waters. Single-ship operation. Vessel: **MV Sonic.**

Offshore Exploration Group, Houston. Party operating in the Morgan City area, off the coast of Louisiana. Office: Houston. Boat: **Wildcat.** Party chief: "Kelly" Callahan.

Western Geophysical Company, Shreveport. Party operating in the Cameron area, off the coast of Louisiana. Office: Lafayette. Boat: **Rio Bravo.**

Gulf Oil Corporation, Houston. Party operating in the Morgan City area, off the coast of Louisiana. Boat: **Eagle.** Party chief: D. A. Dewoody.

Gulf Oil Corporation, Houston. Party operating in the Morgan City area, off the coast of Louisiana. Boat: **Shillalah.** Party chief: W. W. Bingham.

Tidelands Exploration Company, Houston. Party operating in the Cameron area, off the coast of Louisiana. Office: Houston. Boats: **Doris** and **Seamaster.** Party chief: Roy Davis.

OFFSHORE LOCATIONS

(Continued from page 41)

LOUISIANA

Terrebonne Parish: Magnolia Petroleum Co., 1-B State Lease 788, Ship Shoal area; wildcat. Proposed depth 13,000-ft.

Cameron Parish: Stanolind Oil & Gas Co., 98 State Lease 42; in Black Lake. Proposed depth 8,800-ft.

St. Mary Parish: Magnolia Petroleum Co., 6-E State Lease 691, Block 119, Eugene Island Block 126; drilling directionally from existing Platform H. Proposed depth 6,400-ft.

Plaquemines Parish: Shell Oil Co., 2 State Lease 1353, Main Pass Block 69; Rebstock & Reeves, contractor. Proposed depth 7,500-ft.

LaFourche Parish: The California Co., 2-J State Lease 1367, Block 13, Bay Marchand Block 2; Noble Drilling Co., contractor. Proposed depth 5,400-ft.

LaFourche Parish: The California Co., 1-J State Lease 1367, Block 13, Bay Marchand Block 2; Noble Drilling Co., contractor. Proposed depth 5,950-ft.

Plaquemines Parish: Shell Oil Co., 26 State Lease 1008, South Pass Block 24; Glasscock Drilling Co., contractor. Proposed depth 9,950-ft.

TEXAS

Galveston County: Pure Oil Co., 2-A OCS Lease 092, Block 190, unnamed area; to be directionally drilled from location of 1-A. Proposed depth 11,000-ft.

Galveston County: Stanolind Oil & Gas Co., 1-B OCS Lease 0279, State Lease 31604; Gulf 15 miles east of Galveston; wildcat. Proposed depth 10,000-ft.

Aransas County: Arkanhas Fuel Oil Co., 2 State Tract 4, Puerto Bay. Proposed depth 7,000-ft.

Galveston County: Shell Oil Co., 1 State Lease 249, Gulf of Mexico 15 miles northeast of Freeport; wildcat. Proposed depth 10,000-ft.

Chambers County: The Texas Co., 1 State Tract 14-15A, Trinity Bay. Proposed depth 10,000-ft.

Nueces County: Shell Oil Co., 1 State Tract 884, Gulf of Mexico 11 miles south of Port Aransas; wildcat. Proposed depth 12,500-ft.

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New Equipment

New 10-Pound Pressurized Dry Chemical Fire Extinguisher

A new 10-pound pressurized dry chemical fire extinguisher which carries Underwriters' approval for a pressure range of from 150 to 250 pounds has been announced.

In securing the Underwriters' approval the new unit successfully extinguished 40 sq. ft. gasoline fires when operated at both the lower pressure of 150 pounds and through a 100-pound range up to 250 pounds.

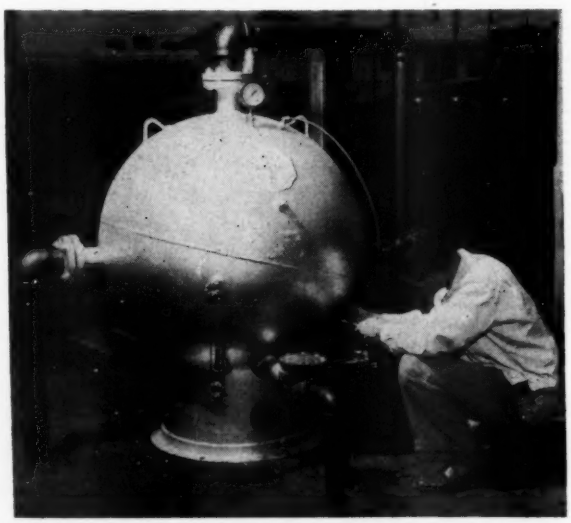
The advantage of such a wide range of working pressures, according to manufacturers, is that the unit will work satisfactorily if only 150 pounds of air pressure is available. When pressurized to 250 pounds the extinguisher packs an extra hard hitting punch.

The unit features a pistol grip trigger release mechanism, a new dust and moisture-proof gauge which shows at a glance the unit's charged pressure. It also uses a diffuser horn which gives extra wide coverage of the discharge pattern to make the most efficient use of the dry chemical. **Walter Kidde & Company, Inc., Belleville, N. J. and New Orleans.**

Spherical Oil-Gas Separators Can Process Up To 16,000 Barrels Daily

A new line of radically designed spherical oil-gas separators have been announced which can process up to 16,000 barrels of crude oil daily.

The new spherical separators range from 41-in. to 60-in. in diameter, and have daily gas capacities rang-



This new spherical oil-gas separator, developed by the Delta Tank Manufacturing Company of Baton Rouge, is 46-in. in diameter and can process 9000 barrels of crude oil and 9.5 million cubic feet of gas daily.

ing from 6.5 to 57 million cubic feet. Standard units are available at 125 psi, 500 psi, and 1200 psi working pressures. Because of their spherical shape, the units can be easily installed, maintained and operated. The 41-in. unit stands less than 5 feet high when installed, and is comparable to standard vertical-type separators rising 10 to 12 feet above the ground.

The new type spherical separator operates on a combined gravity, centrifugal force, time-retention and low velocity principle, with the crude oil falling to the lower section of the vessels and the gases rising to outlets at the top of the steel balls. The internal baffle arrangement and mist extractor design assures complete separation within the rated capacities. The relatively small height eliminates the need for supporting guy wires and also puts unit controls within reach of lease operators. **Delta Tank Manufacturing Co., Inc., Baton Rouge.**

OFFSHORE COMPLETIONS

TEXAS

Nueces County: Conroe Drilling Co., 1 State Tract 313, Redfish Bay; wildcat; total depth 9,017; dry hole.

Galveston County: The Pure Oil Co., A-1 OCS Lease 0109, Block 189, Gulf of Mexico; offshore discovery. Drilled to 10,333-ft. T/pay 7,522-ft. Flowed 164 bbls. on 9/64 choke, 37.1 gravity oil.

Orange County: Kilmarnock Oil Co., 8 State Tract, Cow Bayou. Total depth 6,354-ft; T/pay 4,889-ft. Flowed 119 bbls. 29.7 gravity oil on 7/64 choke.

Chambers County: Humble Oil & Refining Co., A-67 Galveston Bay State Tract, Section 221. Junked hole. Total depth 2,664-ft.

Galveston County: Magnolia Petroleum Co., A-1 Texas Gulf Tract 10. Discovery well, 10 miles southwest of Sabine Pass. Total depth 13,386-ft., T/pay 8,016-ft.; gas-distillate well.

Chambers County: Standard Oil Co. of Texas, 16 State Tract 118, Galveston Bay. Total depth 7,253-ft.; T/pay 3,723. Flowed 103 bbls. on 1" choke. Outlet Pasotex Pipeline connections.

LOUISIANA

Plaquemines Parish: Shell Oil Co., 6 State Lease 1357, Main Pass Block 69. Total depth 8,301-ft.; T/pay 7,125-ft. Produced 276 bbls. on 8/64 choke, 29.3 gravity oil. Rebstock & Reeves, contractor.

Plaquemines Parish: Continental Oil Co., 11 State Lease 978, Block 53 West Delta area. Total depth 10,570-ft.; T/pay 6,365-ft. Produced 138 bbls. on 8/64 choke, 26.8 gravity oil.

St. Bernard Parish: Continental Oil Co., 1 State Lease 2511, Main Pass Block 25. Discovery well; total depth 10,002-ft.; T/pay 6,224-ft. Produced 54 bbls. on 1/4 choke, 22 gravity oil.

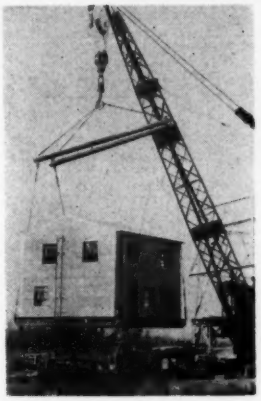
St. Bernard Parish: Phillips Petroleum Co., 3 State Lease 2220, Eloi Bay. Total depth 5,900-ft.; T/pay 5,872-ft. Produced 142 bbls. on 7/16 choke, 28 gravity oil.

St. Mary Parish: Shell Oil Co., 1 State Lease 1536, Eugene Island Block 18. Total depth 10,815-ft.; T/pay 9,338-ft. Produced 340 bbls. on 9/64 choke, 38 gravity oil.

Cameron Parish: Shell Oil Co., 1-A State Lease 2546. Total Depth 13,719-ft.; T/pay 11,956-ft. Wildcat, gas-distillate discovery. Shut in gas well.

Iberia Parish: Pure Oil Co., 1-A State Lease 1079, Block 47. Wildcat gas-distillate discovery. Total depth 11,362-ft.; T/pay 8,480-ft. Shut in gas well.

Plaquemines Parish: The California Co., 2 State Lease 1277, Main Pass Block 69. Total depth 8,300-ft.; T/pay 8,146-ft. Produced 330 bbls. on 10/64 choke, 31.3 gravity oil. Penrod Drilling Company, contractor.



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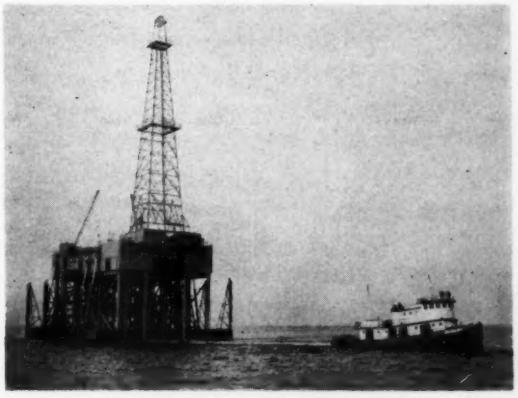

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The gambler was arguing with a small-town girl. Said he: "I'll lay you eight to five."
Said she: "Well!"

The old-fashioned version: Be good, sweet maid, and let who will be clever.
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There was a young lady from France
Who thought she's take a chance
She let herself go
With a chap from Bordeaux
And now all her sisters are aunts.

Suddenly the door opened and the room was flooded with light. The young couple on the sofa turned to face a glowering parent.

"Who are you?" the father demanded through clinched teeth.

The young man turned pale, gulped, and then blurted, "I'm her brother!"

The young lady had her escort of the evening arrested and haled into court, and complained to the judge that the man had stolen her money. The judge asked her where she carried her money, and she replied that she carried it in her stocking.

"If he stole your money from your stocking," said the judge, "I don't see why you didn't stop him."

"I didn't know it was my money he was after, your honor," replied the young lady.

"I'm sorry I flunked, dean. I just don't know math from a hole in the ground."

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